

EVALUATION OF OKLAHOMA PAVEMENT DESIGN PROCEDURES

Compendium of Information

REPORT NO. 84-60

Submitted to:

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RESEARCH ENGINEER
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105

APRIL 1985

ARE
INC

ARE Inc -ENGINEERING CONSULTANTS

2600 DELLANA LANE • AUSTIN, TEXAS • 78746



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ARE Inc - ENGINEERING CONSULTANTS

2000 DELLANA LANE • AUSTIN, TEXAS

EVALUATION OF OKLAHOMA PAVEMENT
DESIGN PROCEDURE

Compendium of Informations

Submitted to
Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

April, 1985

By
ARE Inc. - Engineering Consultants
2600 Dellana Lane
Austin, Texas 78746

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SECTION 1
DYNAFLECT DATA

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-40 EB (SITE 1)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES				PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	
0	127.00	.500	.470	.370	.310	.225	0.	9:20	7	P	.030	.100	.060	.085	.275
0	127.00	.500	.430	.340	.273	.071	0.	9:22	C	P	.070	.090	.067	.202	.429
0	127.00	.380	.360	.279	.249	.207	0.	9:23	3	P	.020	.081	.030	.042	.173
0	128.00	.530	.450	.360	.310	.225	0.	9:31	7	P	.080	.090	.050	.085	.305
0	128.00	.440	.400	.330	.270	.222	0.	9:31	C	P	.040	.070	.060	.048	.218
0	128.00	.390	.370	.310	.261	.225	0.	9:32	3	P	.020	.060	.049	.036	.165
0	129.01	.950	.520	.440	.390	.350	0.	9:42	7	P	.430	.080	.050	.040	.600
0	129.01	1.020	.830	.650	.550	.450	0.	9:42	C	P	.190	.180	.100	.100	.570
0	129.01	.600	.590	.500	.460	.410	0.	9:43	3	P	.010	.090	.040	.050	.190
0	130.00	.680	.620	.490	.400	.310	0.	9:50	7	P	.060	.130	.090	.090	.370
0	130.00	.600	.540	.440	.380	.300	0.	9:51	C	P	.060	.100	.060	.080	.300
0	130.00	.500	.480	.400	.360	.300	0.	9:52	3	P	.020	.080	.040	.060	.200
0	132.00	.790	.390	.310	.240	.180	0.	10:02	7	P	.400	.080	.070	.060	.610
0	132.00	.700	.570	.430	.340	.237	0.	10:03	C	P	.130	.140	.090	.103	.463
0	132.00	.430	.400	.340	.300	.222	0.	10:03	3	P	.030	.060	.040	.078	.208
MEAN =		.601	.495	.399	.340	.262									
STD. DEV =		.195	.124	.096	.086	.094									
COEF. VAR =		32.493	25.062	24.147	25.373	35.934									
#OF PTS =		15													

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-40 WB (SITE 1)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5				1-2	2-3	3-4	4-5	1-5	
0	132.00	.580	.530	.390	.320	.225	0.	8:06	8 P	.050	.140	.070	.095	.355	
0	132.00	.540	.460	.360	.300	.222	0.	8:10	D P	.080	.100	.060	.078	.318	
0	132.00	.490	.450	.370	.320	.249	0.	8:11	4 P	.040	.080	.050	.071	.241	
0	130.00	.930	.330	.243	.213	.171	0.	8:25	8 P	.600	.087	.030	.042	.759	
0	130.00	1.200	.960	.670	.520	.380	0.	8:26	D P	.240	.290	.150	.140	.820	
0	130.00	.530	.510	.420	.380	.310	0.	8:27	4 P	.020	.090	.040	.070	.220	
0	129.01	1.260	.450	.380	.350	.310	0.	8:36	8 P	.810	.070	.030	.040	.950	
0	129.01	1.350	1.110	.800	.660	.510	0.	8:37	D P	.240	.310	.140	.150	.840	
0	129.01	.650	.620	.520	.480	.400	0.	8:38	4 P	.030	.100	.040	.080	.250	
0	128.00	.780	.330	.252	.216	.183	0.	8:50	8 P	.450	.078	.036	.033	.597	
0	128.00	.870	.670	.490	.380	.255	0.	8:51	D P	.200	.180	.110	.125	.615	
0	128.00	.440	.420	.350	.320	.240	0.	8:51	4 P	.020	.070	.030	.080	.200	
0	127.00	.560	.540	.410	.340	.240	0.	9:03	8 P	.020	.130	.070	.100	.320	
0	127.00	.610	.520	.390	.330	.234	0.	9:04	D P	.090	.130	.060	.096	.376	
0	127.00	.400	.380	.310	.258	.207	0.	9:04	4 P	.020	.070	.052	.051	.193	

MEAN = .746 .552 .424 .359 .276
 STD. DEV = .310 .220 .148 .118 .092
 COEF. VAR= 41.523 39.768 34.995 32.722 33.399
 #OF PTS = 15

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-69 SB (SITE 2)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	1.20	.820	.490	.240	.120	.070	0.	4:24	2	A	.330	.250	.120	.050	.750	
0	1.21	.840	.510	.270	.130	.080	0.	4:24	6	A	.330	.240	.140	.050	.760	
0	1.40	1.230	.770	.330	.130	.050	0.	4:28	2	A	.460	.440	.200	.080	1.180	
0	1.41	1.050	.660	.310	.120	.060	0.	4:29	6	A	.390	.350	.190	.060	.990	
0	1.60	.840	.520	.270	.130	.070	0.	4:32	2	A	.320	.250	.140	.060	.770	
0	1.61	.660	.460	.250	.130	.070	0.	4:33	6	A	.200	.210	.120	.060	.590	
0	1.80	.700	.470	.230	.110	.060	0.	4:37	2	A	.230	.240	.120	.050	.640	
0	1.81	.830	.520	.250	.120	.070	0.	4:37	6	A	.310	.270	.130	.050	.760	
0	2.00	1.050	.730	.450	.270	.180	0.	4:41	2	A	.320	.280	.180	.090	.870	
0	2.01	1.050	.750	.500	.290	.190	0.	4:42	6	A	.300	.250	.210	.100	.860	
0	2.20	.930	.700	.460	.290	.210	0.	4:46	2	A	.230	.240	.170	.080	.720	
0	2.21	.970	.670	.430	.280	.190	0.	4:47	6	A	.300	.240	.150	.090	.780	
0	2.40	.550	.350	.200	.110	.070	0.	4:50	2	A	.200	.150	.090	.040	.480	
0	2.41	.700	.460	.230	.110	.060	0.	4:51	6	A	.240	.230	.120	.050	.640	
0	3.60	2.190	1.260	.550	.260	.170	0.	5:00	2	A	.930	.710	.290	.090	2.020	
0	3.61	2.340	1.410	.670	.280	.140	0.	5:01	6	A	.930	.740	.390	.140	2.200	
0	3.80	.730	.530	.280	.140	.080	0.	5:08	2	A	.200	.250	.140	.060	.650	
0	3.81	.750	.500	.250	.120	.070	0.	5:09	6	A	.250	.250	.130	.050	.680	
0	4.00	1.080	.780	.460	.260	.170	0.	5:13	2	A	.300	.320	.200	.090	.910	
0	4.01	.980	.760	.520	.310	.210	0.	5:14	6	A	.220	.240	.210	.100	.770	
0	4.20	1.170	.860	.510	.290	.200	0.	5:18	2	A	.310	.350	.220	.090	.970	
0	4.21	1.050	.760	.470	.290	.200	0.	5:18	6	A	.290	.290	.180	.090	.850	
0	4.40	.530	.430	.330	.230	.180	0.	5:22	2	A	.100	.100	.100	.050	.350	
0	4.41	.520	.460	.360	.260	.210	0.	5:23	6	A	.060	.100	.100	.050	.310	
0	4.54	1.000	.730	.400	.180	.080	0.	5:27	2	A	.270	.330	.220	.100	.920	

MEAN = .982 .662 .369 .198 .126
 STD. DEV = .433 .247 .126 .078 .063
 COEF. VAR= 44.105 37.366 34.194 39.492 49.885
 #OF PTS = 25

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-40 WB (SITE 3)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	.10	.820	.640	.430	.290	.180	0.	10:30	4	A	.180	.210	.140	.110	.640	
0	.11	.850	.670	.450	.290	.180	0.	10:33	8	A	.180	.220	.160	.110	.670	
0	.20	.720	.570	.400	.252	.195	0.	10:39	4	A	.150	.170	.148	.057	.525	
0	.21	.790	.630	.440	.300	.213	0.	10:40	8	A	.160	.190	.140	.087	.577	
0	.30	.840	.680	.480	.310	.207	0.	10:43	4	A	.160	.200	.170	.103	.633	
0	.31	.890	.720	.500	.320	.210	0.	10:43	8	A	.170	.220	.180	.110	.680	
0	.35	.850	.700	.480	.320	.207	0.	10:47	4	A	.150	.220	.160	.113	.643	
0	.36	.970	.790	.530	.330	.213	0.	10:47	8	A	.180	.260	.200	.117	.757	
0	.50	.810	.650	.470	.330	.225	0.	10:51	4	A	.160	.180	.140	.105	.585	
0	.51	.890	.720	.520	.340	.225	0.	10:52	8	A	.170	.200	.180	.115	.665	
0	.60	.640	.540	.430	.320	.225	0.	10:54	4	A	.100	.110	.110	.095	.415	
0	.61	.580	.480	.370	.246	.201	0.	10:56	8	A	.100	.110	.124	.045	.379	
0	.70	.470	.380	.290	.180	.141	0.	10:58	4	A	.090	.090	.110	.039	.329	
0	.71	.520	.420	.310	.204	.156	0.	10:59	8	A	.100	.110	.106	.048	.364	
0	.80	.610	.500	.360	.234	.180	0.	11:01	4	A	.110	.140	.126	.054	.430	
0	.81	.470	.380	.246	.171	.138	0.	11:02	8	A	.090	.134	.075	.033	.332	
0	.90	.530	.450	.360	.249	.207	0.	11:05	4	A	.080	.090	.111	.042	.323	
0	.91	.720	.580	.440	.320	.225	0.	11:07	8	A	.140	.140	.120	.095	.495	
0	1.00	.590	.440	.300	.186	.144	0.	11:09	4	A	.150	.140	.114	.042	.446	
0	1.01	.600	.460	.310	.192	.147	0.	11:11	8	A	.140	.150	.118	.045	.453	
0	1.10	.500	.430	.330	.228	.183	0.	11:12	4	A	.070	.100	.102	.045	.317	
0	1.11	.510	.400	.300	.183	.141	0.	11:13	8	A	.110	.100	.117	.042	.369	
0	1.20	.640	.510	.370	.246	.195	0.	11:15	4	A	.130	.140	.124	.051	.445	
0	1.21	.490	.360	.240	.198	.141	0.	11:16	8	A	.130	.120	.042	.057	.349	
0	1.30	.810	.670	.510	.380	.300	0.	11:19	4	A	.140	.160	.130	.080	.510	
0	1.31	.700	.590	.460	.360	.273	0.	11:20	8	A	.110	.130	.100	.087	.427	
0	1.40	.740	.600	.430	.270	.186	0.	11:22	4	A	.140	.170	.160	.084	.554	
0	1.41	.780	.680	.400	.320	.213	0.	11:24	8	A	.100	.280	.080	.107	.567	
0	1.50	.780	.660	.510	.360	.264	0.	11:25	4	A	.120	.150	.150	.096	.516	
0	1.51	.700	.570	.420	.300	.204	0.	11:26	8	A	.130	.150	.120	.096	.496	
0	2.00	.690	.560	.400	.300	.210	0.	11:33	4	A	.130	.160	.100	.090	.480	
0	2.01	.900	.720	.500	.350	.237	0.	11:34	8	A	.180	.220	.150	.113	.663	
0	3.00	.620	.480	.330	.195	.147	0.	11:39	4	A	.140	.150	.135	.048	.473	
0	3.01	.670	.510	.350	.216	.162	0.	11:40	8	A	.160	.160	.134	.054	.508	
0	4.00	.680	.500	.320	.183	.132	0.	11:46	4	A	.180	.180	.137	.051	.548	
0	4.01	.730	.530	.340	.189	.135	0.	11:46	8	A	.200	.190	.151	.054	.595	
0	5.00	.750	.540	.370	.246	.207	0.	11:51	4	A	.210	.170	.124	.039	.543	
0	5.01	.760	.510	.320	.201	.159	0.	11:52	8	A	.250	.190	.119	.042	.601	

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-40 EB (SITE 3)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	7.78	.540	.430	.320	.201	.147	0.	1:59	3	A	.110	.110	.119	.054	.393	
0	7.77	.590	.470	.330	.198	.141	0.	2:01	7	A	.120	.140	.132	.057	.449	
0	7.70	.480	.370	.261	.189	.147	0.	2:05	3	A	.110	.109	.072	.042	.333	
0	7.69	.540	.410	.300	.186	.141	0.	2:06	7	A	.130	.110	.114	.045	.399	
0	7.60	1.020	.770	.540	.360	.255	0.	2:08	3	A	.250	.230	.180	.105	.765	
0	7.59	.850	.640	.450	.300	.222	0.	2:09	7	A	.210	.190	.150	.078	.628	
0	7.00	.750	.560	.400	.246	.189	0.	2:15	3	A	.190	.160	.154	.057	.561	
0	6.99	.850	.630	.420	.290	.192	0.	2:16	7	A	.220	.210	.130	.098	.658	
0	6.00	1.080	.780	.540	.380	.300	0.	2:22	3	A	.300	.240	.160	.080	.780	
0	5.99	.990	.720	.500	.330	.237	0.	2:22	7	A	.270	.220	.170	.093	.753	
0	5.00	.700	.480	.320	.189	.150	0.	2:27	3	A	.220	.160	.131	.039	.550	
0	4.99	.650	.440	.300	.189	.138	0.	2:27	7	A	.210	.140	.111	.051	.512	
0	4.00	.650	.490	.340	.204	.168	0.	2:34	3	A	.160	.150	.136	.036	.482	
0	3.99	.800	.570	.390	.225	.159	0.	2:34	7	A	.230	.180	.165	.066	.641	
0	3.00	.790	.590	.400	.237	.180	0.	2:40	3	A	.200	.190	.163	.057	.610	
0	2.99	.880	.680	.450	.310	.207	0.	2:41	7	A	.200	.230	.140	.103	.673	
0	2.00	.820	.600	.400	.249	.189	0.	2:45	3	A	.220	.200	.151	.060	.631	
0	1.99	.670	.530	.390	.243	.189	0.	2:46	7	A	.140	.140	.147	.054	.481	
0	1.00	.670	.510	.360	.216	.168	0.	2:53	3	A	.160	.150	.144	.048	.502	
0	.99	.790	.600	.410	.252	.192	0.	2:54	7	A	.190	.190	.158	.060	.598	
0	.70	.510	.400	.300	.189	.141	0.	2:58	3	A	.110	.100	.111	.048	.369	
0	.69	.660	.500	.360	.225	.162	0.	2:59	7	A	.160	.140	.135	.063	.498	
0	.60	.860	.690	.500	.350	.231	0.	3:02	3	A	.170	.190	.150	.119	.629	
0	.59	.950	.770	.560	.370	.249	0.	3:03	7	A	.180	.210	.190	.121	.701	
0	.50	1.080	.790	.550	.350	.231	0.	3:05	3	A	.290	.240	.200	.119	.849	
0	.49	1.080	.870	.550	.350	.237	0.	3:05	7	A	.210	.320	.200	.113	.843	
0	.35	1.140	.900	.550	.350	.231	0.	3:08	3	A	.240	.350	.200	.119	.909	
0	.34	1.170	.900	.570	.350	.231	0.	3:08	7	A	.270	.330	.220	.119	.939	
0	.30	1.110	.870	.540	.340	.225	0.	3:10	3	A	.240	.330	.200	.115	.885	
0	.29	1.050	.770	.510	.340	.228	0.	3:10	7	A	.280	.260	.170	.112	.822	
0	.20	1.050	.780	.500	.330	.222	0.	3:12	3	A	.270	.280	.170	.108	.828	
0	.19	1.440	1.140	.710	.430	.300	0.	3:12	7	A	.300	.430	.280	.130	1.140	
0	.10	.990	.670	.420	.234	.171	0.	3:14	3	A	.320	.250	.186	.063	.819	
0	.09	.700	.510	.350	.219	.171	0.	3:15	7	A	.190	.160	.131	.048	.529	
0	0.00	.920	.720	.490	.320	.207	0.	3:16	3	A	.200	.230	.170	.113	.713	
0	0.00	.550	.430	.320	.225	.180	0.	3:17	7	A	.120	.110	.095	.045	.370	

MEAN = .844 .638 .433 .277 .198
 STD. DEV = .225 .177 .104 .070 .043
 COEF. VAR= 26.674 27.675 23.913 25.335 21.746
 #OF PTS = 36

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-40 WB (SITE 3)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDS NO	STATION	D E F L E C T I O N S (M I L S)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	6.00	1.140	.800	.500	.310	.222	0.	12:03	4	A	.340	.300	.190	.088	.918	
0	6.01	1.140	.820	.520	.320	.225	0.	12:04	8	A	.320	.300	.200	.095	.915	
0	7.00	.700	.540	.360	.225	.168	0.	12:10	4	A	.160	.180	.135	.057	.532	
0	7.01	.700	.530	.360	.216	.156	0.	12:11	8	A	.170	.170	.144	.060	.544	
0	7.60	.950	.780	.560	.400	.320	0.	12:16	4	A	.170	.220	.160	.080	.630	
0	7.61	.840	.670	.460	.320	.228	0.	12:17	8	A	.170	.210	.140	.092	.612	
0	7.70	.400	.320	.216	.159	.120	0.	12:20	4	A	.080	.104	.057	.039	.280	
0	7.71	.540	.440	.350	.234	.180	0.	12:21	8	A	.100	.090	.116	.054	.360	
0	7.78	.570	.440	.300	.189	.138	0.	12:24	4	A	.130	.140	.111	.051	.432	
MEAN =		.715	.565	.397	.266	.193										
STD. DEV =		.165	.127	.086	.065	.044										
COEF. VAR =		23.132	22.438	21.689	24.405	22.986										
#OF PTS =		47														

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-69 SB (SITE 4)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	D E F L E C T I O N S (M I L S)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	0.00	.780	.670	.510	.360	.280	0.	9:28	6	A	.110	.160	.150	.080	.500	
0	0.00	.800	.640	.510	.350	.270	0.	9:29	2	A	.160	.130	.160	.080	.530	
0	.20	.950	.750	.560	.360	.260	0.	9:35	2	A	.200	.190	.200	.100	.690	
0	.21	.810	.630	.450	.260	.200	0.	9:37	6	A	.180	.180	.190	.060	.610	
0	.40	.870	.660	.510	.310	.230	0.	9:41	2	A	.210	.150	.200	.080	.640	
0	.41	.940	.720	.530	.340	.260	0.	9:43	6	A	.220	.190	.190	.080	.680	
0	.60	.710	.580	.390	.220	.140	0.	9:46	2	A	.130	.190	.170	.080	.570	
0	.61	.910	.650	.460	.250	.140	0.	9:47	6	A	.260	.190	.210	.110	.770	
0	.80	1.000	.750	.510	.300	.200	0.	9:47	2	A	.250	.240	.210	.100	.800	
0	.81	.810	.610	.420	.230	.150	0.	9:51	6	A	.200	.190	.190	.080	.660	
0	1.00	.960	.740	.510	.310	.210	0.	9:54	2	A	.220	.230	.200	.100	.750	
0	1.01	.960	.760	.550	.330	.240	0.	9:55	6	A	.200	.210	.220	.090	.720	
0	1.20	1.200	.950	.750	.460	.350	0.	9:59	2	A	.250	.200	.290	.110	.850	
0	1.21	1.100	.900	.700	.460	.350	0.	10:01	6	A	.200	.200	.240	.110	.750	
0	1.40	1.100	.800	.550	.320	.190	0.	10:04	2	A	.300	.250	.230	.130	.910	
0	1.41	1.100	.860	.600	.340	.220	0.	10:05	6	A	.240	.260	.260	.120	.880	
0	1.60	1.200	.740	.410	.210	.140	0.	10:16	2	A	.460	.330	.200	.070	1.060	
0	1.61	1.200	.900	.550	.340	.220	0.	10:17	6	A	.300	.350	.210	.120	.980	
0	1.80	1.000	.740	.500	.270	.160	0.	10:20	2	A	.260	.240	.230	.110	.840	
0	1.81	1.200	.920	.630	.380	.240	0.	10:21	6	A	.280	.290	.250	.140	.960	
0	2.00	1.140	.910	.680	.430	.290	0.	10:24	2	A	.230	.230	.250	.140	.850	
0	2.01	1.110	.860	.620	.380	.260	0.	10:26	6	A	.250	.240	.240	.120	.850	
0	2.20	.760	.620	.490	.340	.250	0.	10:29	2	A	.140	.130	.150	.090	.510	
0	2.21	.660	.530	.400	.270	.190	0.	10:30	6	A	.130	.130	.130	.080	.470	
0	2.40	1.300	.960	.680	.410	.270	0.	10:33	2	A	.340	.280	.270	.140	1.030	
0	2.41	1.140	.920	.660	.400	.280	0.	10:34	6	A	.220	.260	.260	.120	.860	
0	2.60	1.400	1.000	.690	.400	.270	0.	10:37	2	A	.400	.310	.290	.130	1.130	
0	2.61	1.080	.860	.630	.390	.280	0.	10:38	6	A	.220	.230	.240	.110	.800	
0	2.80	.940	.620	.390	.220	.140	0.	10:41	2	A	.320	.230	.170	.080	.800	
0	2.81	.870	.670	.470	.250	.210	0.	10:42	6	A	.200	.200	.220	.040	.660	
0	3.00	1.830	1.350	.950	.510	.320	0.	10:46	2	A	.480	.400	.440	.190	1.510	
0	3.01	1.410	1.050	.730	.410	.250	0.	10:47	6	A	.360	.320	.320	.160	1.160	
0	3.20	1.000	.760	.520	.290	.170	0.	10:50	2	A	.240	.240	.230	.120	.830	
0	3.21	1.170	.860	.630	.360	.230	0.	10:51	6	A	.310	.230	.270	.130	.940	
0	3.40	.680	.520	.380	.240	.180	0.	10:56	2	A	.160	.140	.140	.060	.500	
0	3.60	.570	.420	.300	.180	.130	0.	10:59	2	A	.150	.120	.120	.050	.440	
0	3.61	.740	.560	.420	.270	.210	0.	11:00	6	A	.180	.140	.150	.060	.530	
0	3.80	.690	.560	.430	.280	.210	0.	11:03	2	A	.130	.130	.150	.070	.480	

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-69 SB (SITE 4)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	3.81	.710	.550	.400	.260	.200	0.	11:04	6	A	.160	.150	.140	.060	.510	
0	4.00	.860	.640	.440	.290	.230	0.	11:06	2	A	.220	.200	.150	.060	.630	
0	4.01	.920	.740	.590	.400	.310	0.	11:07	6	A	.180	.150	.190	.090	.610	
0	4.20	1.050	.860	.690	.460	.370	0.	11:10	2	A	.190	.170	.230	.090	.680	
0	4.21	.880	.700	.540	.370	.300	0.	11:11	6	A	.180	.160	.170	.070	.580	
0	4.60	.900	.610	.430	.270	.210	0.	11:18	2	A	.290	.180	.160	.060	.690	
0	4.61	.820	.590	.420	.260	.200	0.	11:19	6	A	.230	.170	.160	.060	.620	
0	4.80	.680	.590	.500	.350	.280	0.	11:27	2	A	.090	.090	.150	.070	.400	
0	4.81	.630	.520	.440	.310	.260	0.	11:28	6	A	.110	.080	.130	.050	.370	
0	5.00	.810	.610	.400	.240	.190	0.	11:33	2	A	.200	.210	.160	.050	.620	
0	5.01	.820	.640	.440	.270	.200	0.	11:33	6	A	.180	.200	.170	.070	.620	
0	5.40	1.050	.810	.560	.360	.260	0.	11:38	2	A	.240	.250	.200	.100	.790	
0	5.41	.950	.710	.490	.300	.220	0.	11:39	6	A	.240	.220	.190	.080	.730	
0	5.60	.830	.650	.480	.330	.250	0.	11:42	2	A	.180	.170	.150	.080	.580	
0	5.61	.980	.750	.540	.360	.290	0.	11:43	6	A	.230	.210	.180	.070	.690	
0	5.80	.920	.620	.390	.260	.200	0.	11:50	2	A	.300	.230	.130	.060	.720	
0	5.81	.790	.530	.400	.260	.200	0.	11:51	6	A	.260	.130	.140	.060	.590	
0	6.00	1.590	1.260	1.000	.710	.590	0.	11:53	2	A	.330	.260	.290	.120	1.000	
0	6.01	1.470	1.200	.920	.660	.570	0.	11:54	6	A	.270	.280	.260	.090	.900	
0	6.20	.850	.670	.470	.310	.230	0.	11:57	2	A	.180	.200	.160	.080	.620	
0	6.21	.970	.750	.530	.350	.280	0.	11:58	6	A	.220	.220	.180	.070	.690	
0	6.40	.780	.510	.270	.110	.050	0.	12:00	2	A	.270	.240	.160	.060	.730	
0	6.41	.740	.520	.290	.150	.100	0.	12:01	6	A	.220	.230	.140	.050	.640	
0	6.60	.850	.640	.440	.260	.170	0.	12:04	2	A	.210	.200	.180	.090	.680	
0	6.61	.740	.540	.340	.190	.130	0.	12:05	6	A	.200	.200	.150	.060	.610	
0	6.80	.870	.650	.420	.240	.160	0.	12:08	2	A	.220	.230	.180	.080	.710	
0	6.81	.790	.600	.390	.220	.150	0.	12:09	6	A	.190	.210	.170	.070	.640	
MEAN =		.959	.730	.521	.323	.234										
STD. DEV =		.238	.183	.145	.102	.087										
COEF. VAR =		24.797	25.071	27.864	31.560	37.439										
#OF PTS =		65														

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-69 NB (SITE 5)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	D E F L E C T I O N S (M I L S)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	1.00	.530	.510	.400	.300	.230	0.	3:43	5	P	.020	.110	.100	.070	.300	
0	1.00	.540	.460	.300	.290	.220	0.	3:44	A	P	.080	.080	.090	.070	.320	
0	1.00	.490	.440	.300	.300	.230	0.	3:46	1	P	.050	.060	.080	.070	.260	
0	2.00	.550	.530	.420	.300	.210	0.	3:57	5	P	.020	.110	.120	.090	.340	
0	2.00	.590	.520	.430	.310	.220	0.	3:58	A	P	.070	.090	.120	.090	.370	
0	2.00	.430	.390	.320	.250	.200	0.	4:00	1	P	.040	.070	.070	.050	.230	
0	3.00	.590	.540	.450	.330	.220	0.	4:20	5	P	.050	.090	.120	.110	.370	
0	3.00	.640	.560	.440	.320	.230	0.	4:21	A	P	.080	.120	.120	.090	.410	
0	3.00	.430	.390	.330	.250	.190	0.	4:21	1	P	.040	.060	.080	.060	.240	
0	4.00	.440	.400	.320	.220	.160	0.	4:36	5	P	.040	.080	.100	.060	.280	
0	4.00	.480	.410	.320	.230	.170	0.	4:37	A	P	.070	.090	.090	.060	.310	
0	4.00	.430	.350	.320	.240	.180	0.	4:38	1	P	.080	.030	.080	.060	.250	

MEAN = .512 .458 .376 .278 .205
 STD. DEV = .073 .071 .052 .038 .025
 COEF. VAR= 14.187 15.535 13.824 13.602 12.039
 #OF PTS = 12

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-69 SB (SITE 5)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES				PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	
0	4.00	.680	.600	.450	.320	.220	0.	2:14	6	P	.080	.150	.130	.100	.460
0	4.00	.640	.540	.420	.300	.220	0.	2:15	B	P	.100	.120	.120	.080	.420
0	4.00	.500	.450	.380	.300	.230	0.	2:17	2	P	.050	.070	.080	.070	.270
0	3.00	.570	.460	.330	.220	.140	0.	2:44	6	P	.110	.130	.110	.080	.430
0	3.00	.590	.480	.340	.250	.190	0.	2:45	B	P	.110	.140	.090	.060	.400
0	3.00	.380	.340	.270	.190	.140	0.	2:46	2	P	.040	.070	.080	.050	.240
0	2.00	.650	.550	.460	.340	.260	0.	3:03	6	P	.100	.090	.120	.080	.390
0	2.00	.610	.530	.420	.310	.240	0.	3:04	B	P	.080	.110	.110	.070	.370
0	2.00	.540	.500	.420	.330	.270	0.	3:05	2	P	.040	.080	.090	.060	.270
0	1.00	.650	.550	.400	.270	.190	0.	3:19	6	P	.100	.150	.130	.080	.460
0	1.00	.640	.520	.380	.270	.190	0.	3:20	B	P	.120	.140	.110	.080	.450
0	1.00	.490	.450	.380	.300	.220	0.	3:20	2	P	.040	.070	.080	.080	.270
MEAN =		.578	.498	.388	.283	.209									
STD. DEV =		.087	.068	.054	.045	.041									
COEF. VAR =		15.125	13.609	13.924	15.951	19.708									
#DF PTS =		12													

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-35 NB (SITE 6)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	3.50	.560	.530	.440	.390	.350	0.	12:51	1	A	.030	.090	.050	.040	.210	
0	3.00	.620	.600	.500	.460	.390	0.	12:55	1	A	.020	.100	.040	.070	.230	
0	2.50	.550	.500	.390	.340	.249	0.	12:58	1	A	.050	.110	.050	.091	.301	
0	2.00	.550	.520	.450	.420	.300	0.	1:02	1	A	.030	.070	.030	.040	.170	
0	1.50	.450	.430	.350	.320	.255	0.	1:04	1	A	.020	.080	.030	.065	.195	
0	1.00	.350	.310	.219	.192	.156	0.	1:08	1	A	.040	.091	.027	.036	.194	
0	.44	.720	.690	.560	.510	.430	0.	1:12	1	A	.030	.130	.050	.080	.290	
0	0.00	.490	.420	.350	.310	.249	0.	1:16	1	A	.070	.070	.040	.061	.241	
MEAN =		.536	.500	.407	.368	.307										
STD. DEV =		.111	.116	.105	.099	.094										
COEF. VAR =		20.668	23.275	25.767	27.045	30.476										
#OF PTS =		8														

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-75 NB (SITE 7)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3 ¹	3-4	4-5	1-5	
0	0.00	.710	.640	.460	.340	.160	0.	8:43	1	A	.070	.180	.120	.180	.550	
0	.01	.720	.610	.430	.290	.150	0.	8:44	5	A	.110	.180	.140	.140	.570	
0	.50	.840	.730	.530	.400	.255	0.	9:45	1	A	.110	.200	.130	.145	.585	
0	.51	.900	.760	.540	.400	.237	0.	9:46	5	A	.140	.220	.140	.163	.663	
0	1.00	.860	.740	.530	.390	.231	0.	9:50	1	A	.120	.210	.140	.159	.629	
0	1.01	.810	.680	.490	.350	.213	0.	9:51	5	A	.130	.190	.140	.137	.597	
0	1.50	.510	.410	.243	.150	.069	0.	9:56	1	A	.100	.167	.093	.081	.441	
0	1.51	.460	.360	.216	.120	.053	0.	9:56	5	A	.100	.144	.096	.067	.407	
0	2.00	.690	.600	.460	.360	.237	0.	10:02	1	A	.090	.140	.100	.123	.453	
0	2.01	.570	.500	.380	.320	.216	0.	10:03	5	A	.070	.120	.060	.104	.354	
0	2.50	.500	.410	.290	.192	.120	0.	10:08	1	A	.090	.120	.098	.072	.380	
0	2.51	.500	.410	.290	.189	.123	0.	10:09	5	A	.090	.120	.101	.066	.377	
0	2.70	.650	.540	.370	.222	.111	0.	10:13	1	A	.110	.170	.148	.111	.539	
0	2.71	.580	.480	.320	.183	.099	0.	10:14	5	A	.100	.160	.137	.084	.481	
MEAN =		.664	.562	.396	.279	.162										
STD. DEV =		.149	.137	.111	.100	.068										
COEF. VAR =		22.388	24.373	27.974	35.674	42.071										
#OF PTS =		14														

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : US-75 SB (SITE 7)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	2.70	.500	.430	.280	.162	.075	0.	10:18	2	A	.070	.150	.110	.087	.425	
0	2.69	.330	.243	.150	.087	.041	0.	10:18	6	A	.087	.093	.063	.046	.289	
0	2.50	.360	.300	.189	.150	.102	0.	10:22	2	A	.060	.111	.039	.048	.258	
0	2.49	.630	.520	.360	.231	.141	0.	10:22	6	A	.110	.160	.129	.090	.489	
0	2.00	.720	.620	.440	.340	.207	0.	10:26	2	A	.100	.180	.100	.133	.513	
0	1.99	.640	.540	.420	.320	.204	0.	10:27	6	A	.100	.120	.100	.116	.436	
0	1.50	.480	.390	.281	.117	.051	0.	10:31	2	A	.090	.189	.084	.066	.429	
0	1.49	.580	.480	.290	.156	.070	0.	10:32	6	A	.100	.190	.134	.086	.510	
0	1.00	.850	.720	.490	.350	.195	0.	10:35	2	A	.130	.230	.140	.155	.655	
0	.99	.860	.720	.470	.330	.177	0.	10:36	6	A	.140	.250	.140	.153	.683	
0	.50	.850	.730	.490	.360	.207	0.	10:39	2	A	.120	.240	.130	.153	.643	
0	.49	.840	.710	.480	.350	.201	0.	10:40	6	A	.130	.230	.130	.149	.639	
0	0.00	.820	.690	.460	.330	.189	0.	10:44	2	A	.130	.230	.130	.141	.631	
0	0.00	.900	.750	.510	.340	.186	0.	10:45	6	A	.150	.240	.170	.154	.714	

MEAN = .669 .560 .374 .259 .146
 STD. DEV = .195 .171 .127 .102 .064
 COEF. VAR = 29.186 30.578 34.034 39.541 43.884
 #OF PTS = 14

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-35 NB (SITE 8)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	0.00	.480	.450	.390	.320	.204	0.	3:39	1	P	.030	.060	.070	.116	.276	
0	1.00	.440	.420	.370	.310	.198	0.	3:47	1	A	.020	.050	.060	.112	.242	
0	1.01	.450	.430	.380	.330	.210	0.	3:48	5	A	.020	.050	.050	.120	.240	
0	2.00	.550	.530	.470	.420	.320	0.	3:58	1	A	.020	.060	.050	.100	.230	
0	2.01	.540	.520	.470	.420	.320	0.	3:59	5	A	.020	.050	.050	.100	.220	
0	3.00	.540	.520	.460	.400	.300	0.	4:06	1	A	.020	.060	.060	.100	.240	
0	3.01	.580	.550	.500	.440	.330	0.	4:06	5	A	.030	.050	.060	.110	.250	
0	4.00	.440	.420	.360	.300	.186	0.	4:14	1	A	.020	.060	.060	.114	.254	
0	4.01	.390	.370	.320	.246	.168	0.	4:14	5	A	.020	.050	.074	.078	.222	
0	5.00	.620	.580	.500	.430	.310	0.	4:22	1	A	.040	.080	.070	.120	.310	
0	5.01	.700	.660	.570	.490	.360	0.	4:22	5	A	.040	.090	.080	.130	.340	
0	6.00	.700	.630	.540	.480	.350	0.	4:35	1	A	.070	.090	.060	.130	.350	
0	6.01	.620	.600	.530	.490	.380	0.	4:36	5	A	.020	.070	.040	.110	.240	
0	7.00	.490	.430	.400	.360	.280	0.	4:40	1	A	.060	.030	.040	.080	.210	
0	7.01	.490	.470	.410	.370	.290	0.	4:41	5	A	.020	.060	.040	.080	.200	
0	8.00	.410	.370	.310	.207	.135	0.	4:46	1	A	.040	.060	.103	.072	.275	
0	8.01	.470	.440	.380	.310	.189	0.	4:46	5	A	.030	.060	.070	.121	.281	
0	9.00	.510	.500	.410	.350	.219	0.	4:52	1	A	.010	.090	.060	.131	.291	
0	9.01	.590	.560	.480	.420	.300	0.	4:52	5	A	.030	.080	.060	.120	.290	
0	10.00	.340	.330	.246	.189	.129	0.	4:57	1	A	.010	.084	.057	.060	.211	
0	10.01	.380	.350	.310	.231	.156	0.	4:58	5	A	.030	.040	.079	.075	.224	
0	11.00	.570	.540	.470	.420	.320	0.	5:07	1	P	.030	.070	.050	.100	.250	
0	11.00	.580	.540	.470	.410	.310	0.	5:08	1	P	.040	.070	.060	.100	.270	
MEAN =		.517	.487	.424	.363	.259										
STD. DEV =		.097	.091	.083	.088	.077										
COEF. VAR =		18.712	18.612	19.613	24.334	29.808										
#OF PTS =		23														

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

LOCATION : OKLAHOMA
PAVEMENT ID : I-35 SB (SITE 8)

PROJECT NO: TOK-1
CLIENT : ODOT
DATE : 06/84

RDG NO	STATION	DEFLECTIONS (MILS)					TEMP.	TIME	I/E	C/M	DYNAFLECT DIFFERENCES					PASS
		#1	#2	#3	#4	#5					1-2	2-3	3-4	4-5	1-5	
0	10.00	.440	.410	.340	.290	.180	0.	5:27	2	A	.030	.070	.050	.110	.260	
0	9.99	.590	.540	.430	.340	.201	0.	5:29	6	A	.050	.110	.090	.139	.389	
0	8.00	.350	.320	.246	.189	.123	0.	5:36	2	A	.030	.074	.057	.066	.227	
0	7.99	.400	.380	.320	.237	.156	0.	5:36	6	A	.020	.060	.083	.081	.244	
0	6.00	.630	.590	.500	.440	.330	0.	5:43	2	A	.040	.090	.060	.110	.300	
0	5.99	.550	.530	.440	.420	.320	0.	5:44	6	A	.020	.090	.020	.100	.230	
0	4.00	.470	.420	.350	.290	.180	0.	5:51	2	A	.050	.070	.060	.110	.290	
0	3.99	.420	.410	.350	.300	.192	0.	5:52	6	A	.010	.060	.050	.100	.228	
0	2.00	.590	.560	.480	.430	.320	0.	5:58	2	A	.030	.080	.050	.110	.270	
0	1.99	.600	.570	.510	.450	.340	0.	5:58	6	A	.030	.060	.060	.110	.260	
0	.20	.450	.430	.370	.310	.198	0.	6:06	2	A	.020	.060	.060	.112	.252	
0	.19	.470	.430	.360	.290	.177	0.	6:07	2	P	.040	.070	.070	.113	.293	

MEAN = .497 .466 .391 .332 .226
 STD. DEV = .092 .088 .081 .085 .078
 COEF. VAR= 18.440 18.792 20.575 25.557 34.260
 #DF PTS = 12

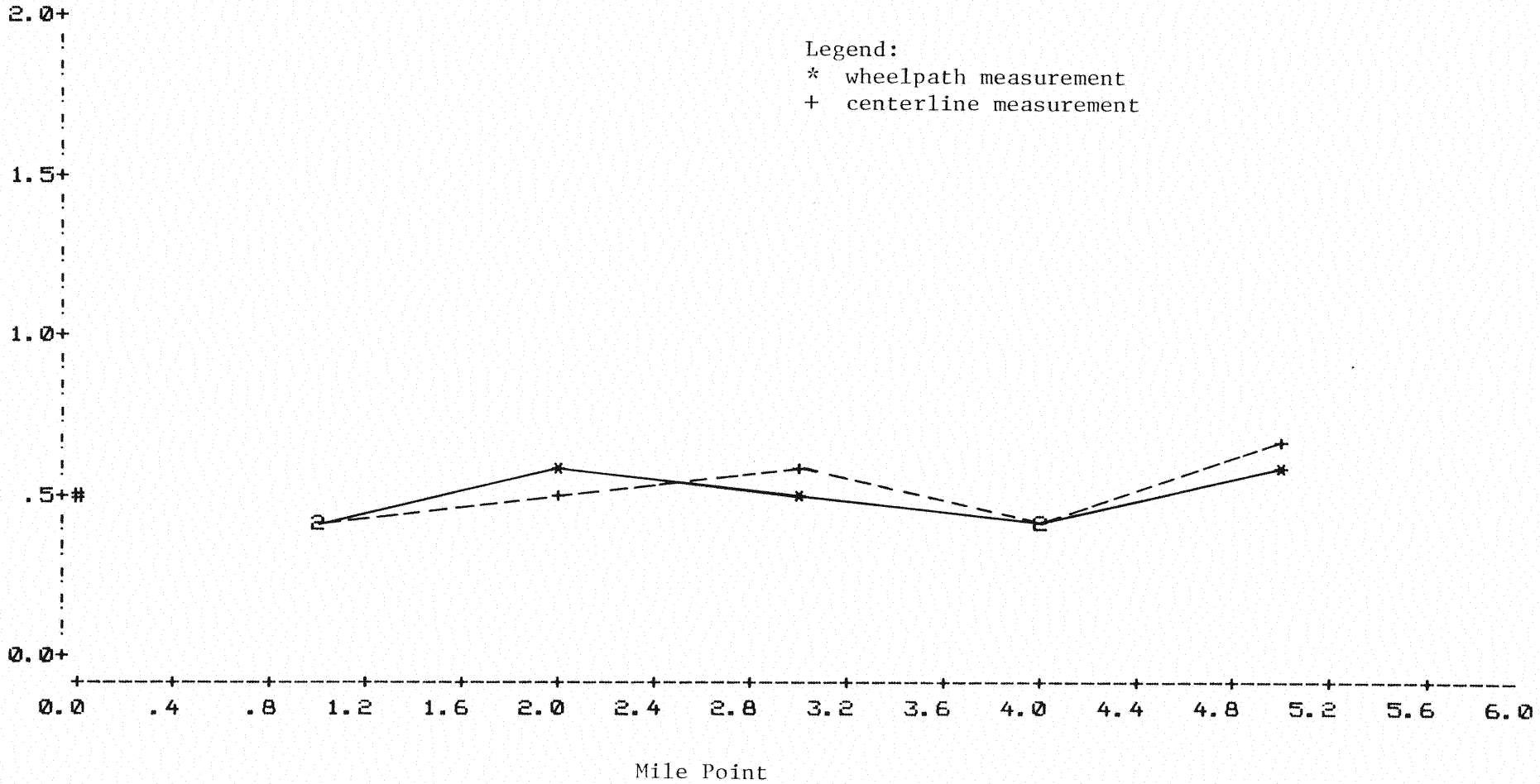
SECTION 2
PLOT OF DYNAFLECT DATA

SENSOR 1 DEFLECTION

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT



OKLAHOMA PAVEMENT EVALUATION

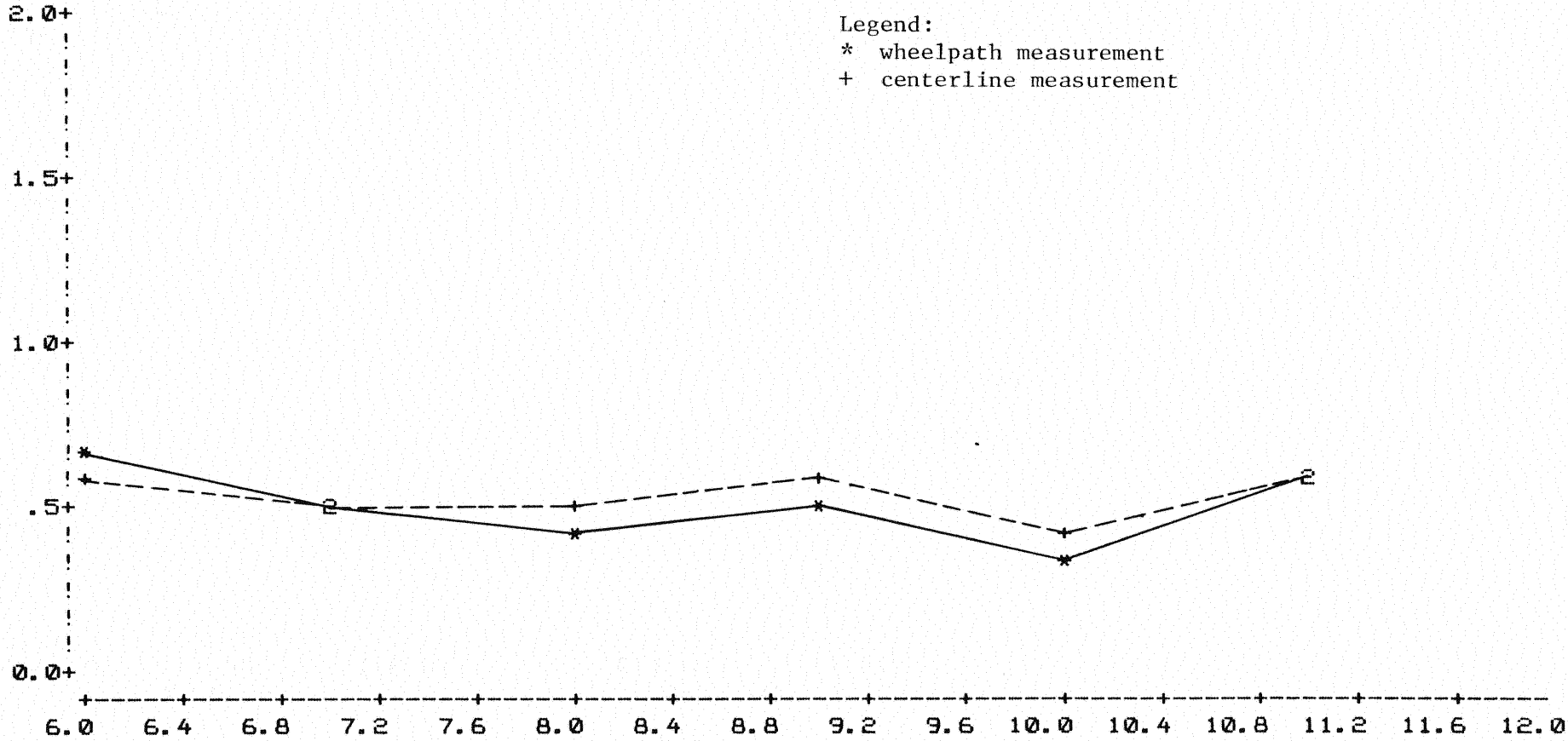
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement

Snsr. 1
Dynaflec.
Measur.
(Mil)

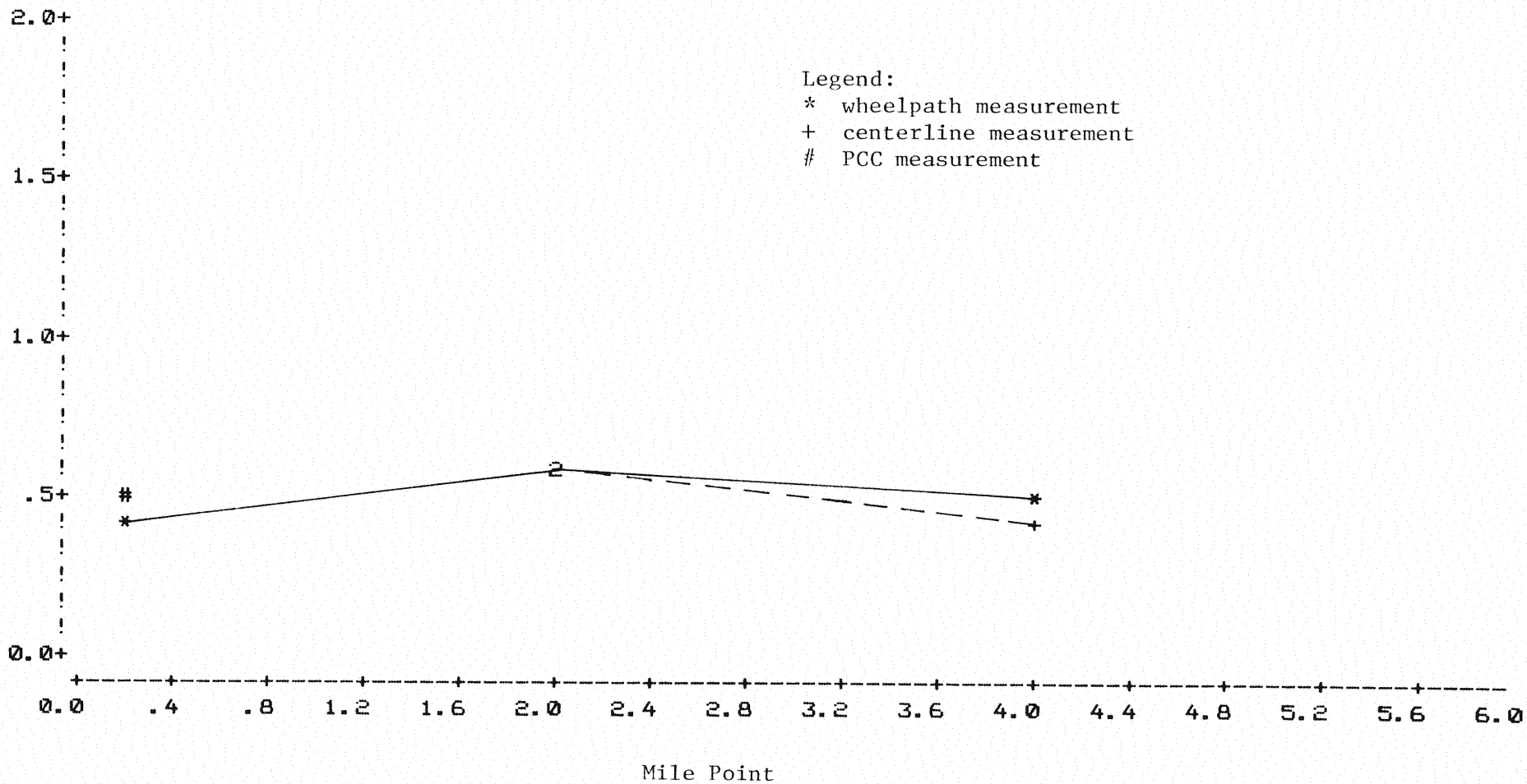


Mile Point

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
 PAVEMENT ID : I-35 SB (SITE 8) CLIENT : ODOT
 LOCATION : OKLAHOMA

nsr. 1
 ynaflc.
 easur.
 (il)



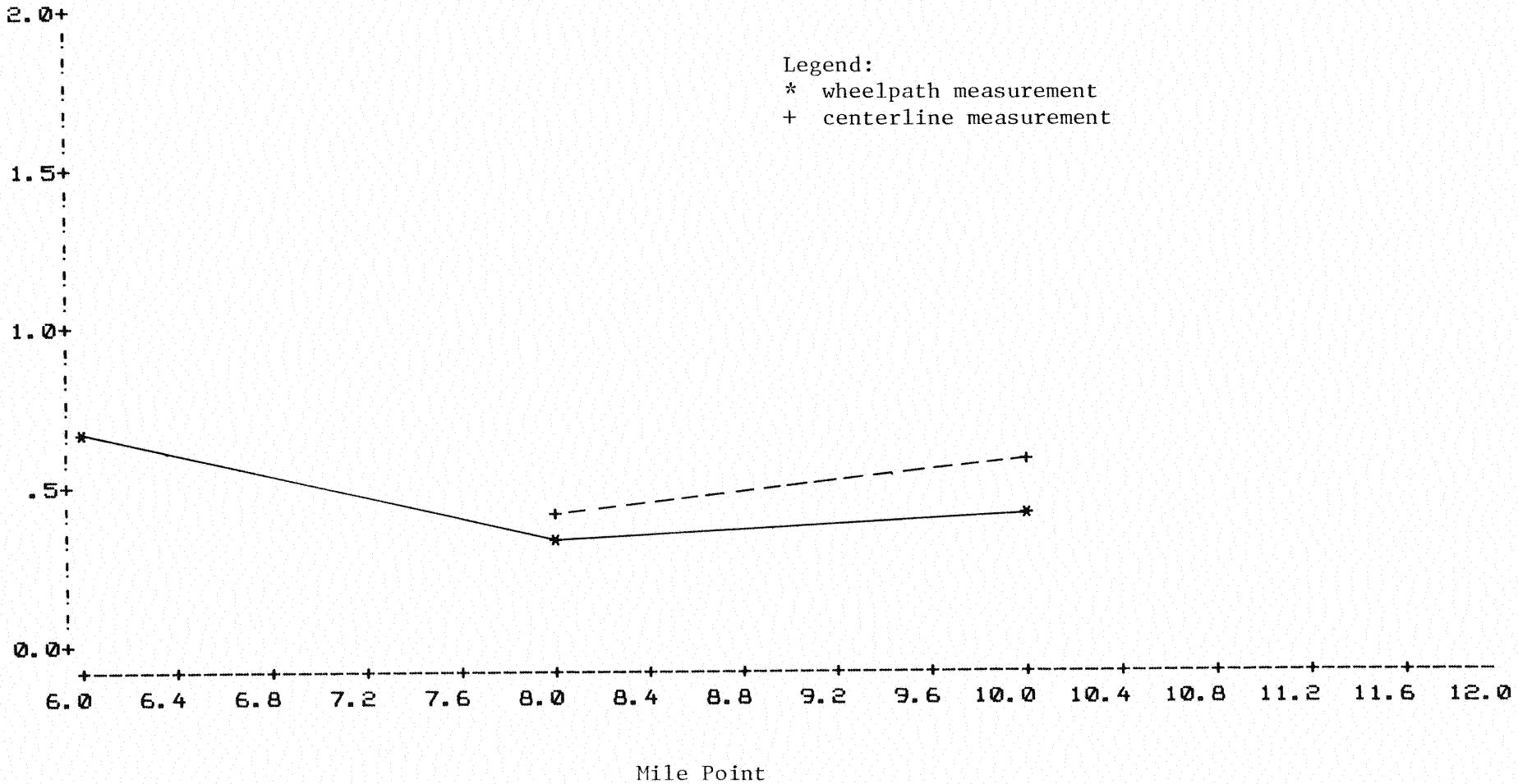
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 SB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement

Insr. 1
dynaflec.
measur.
(Mil)

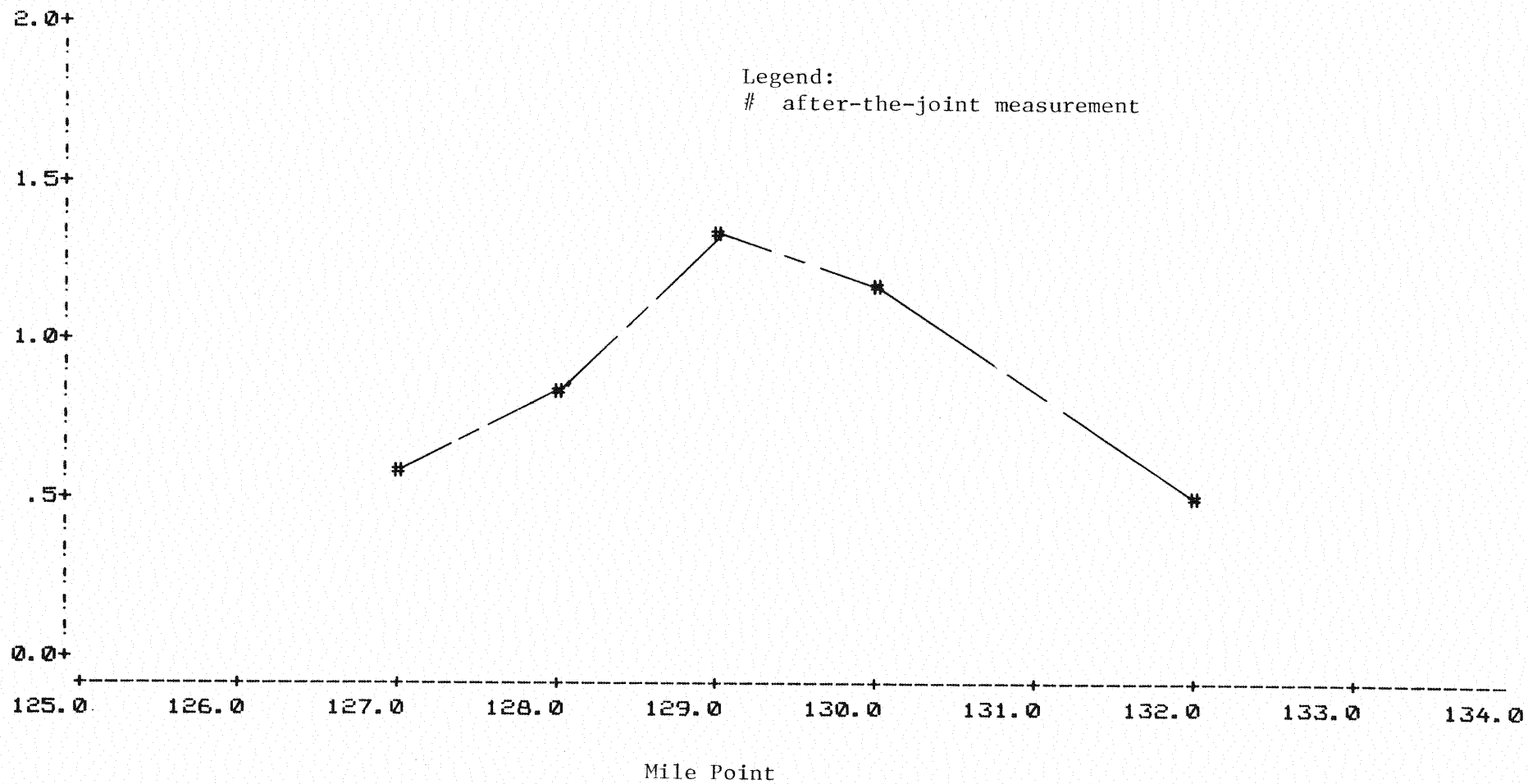


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

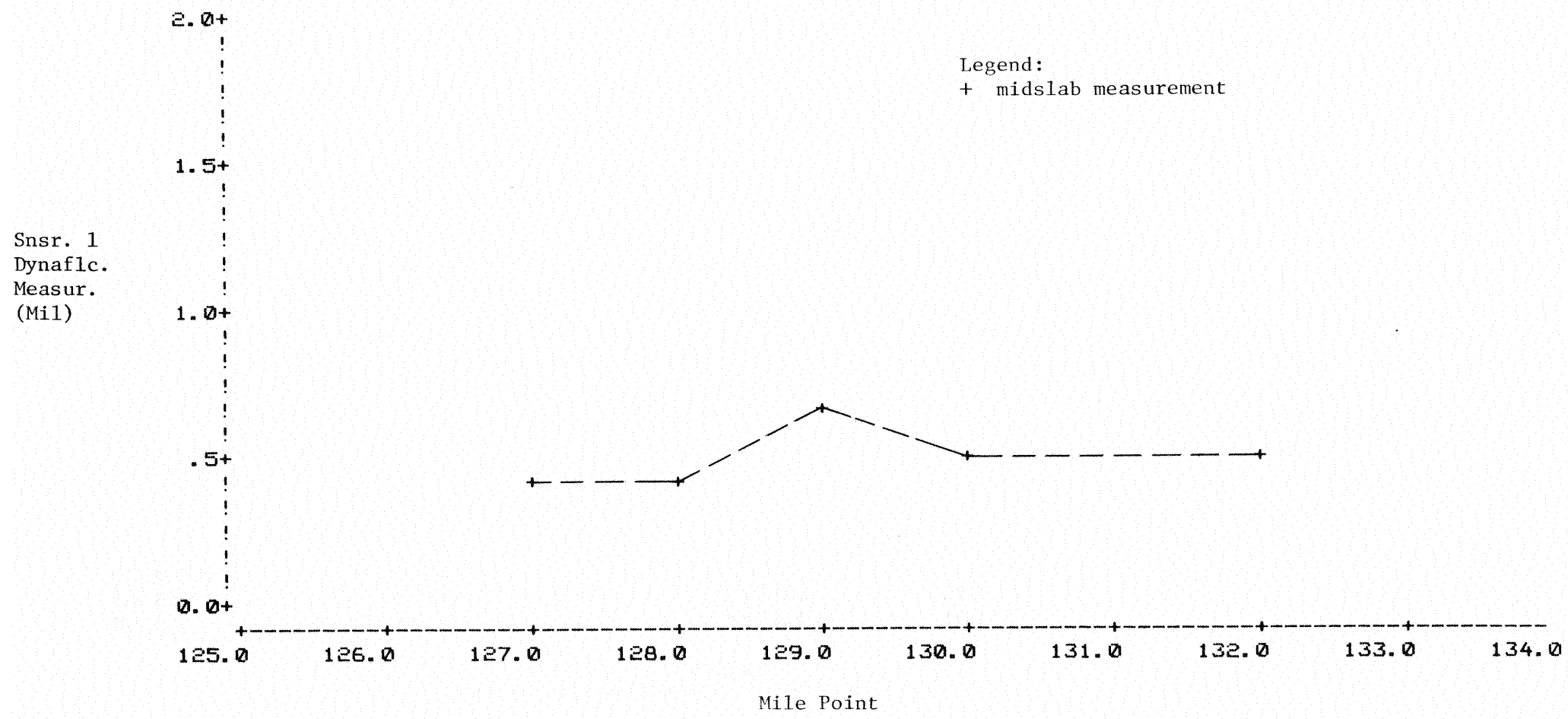
Snsr. 1
Dynaflec.
Measur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

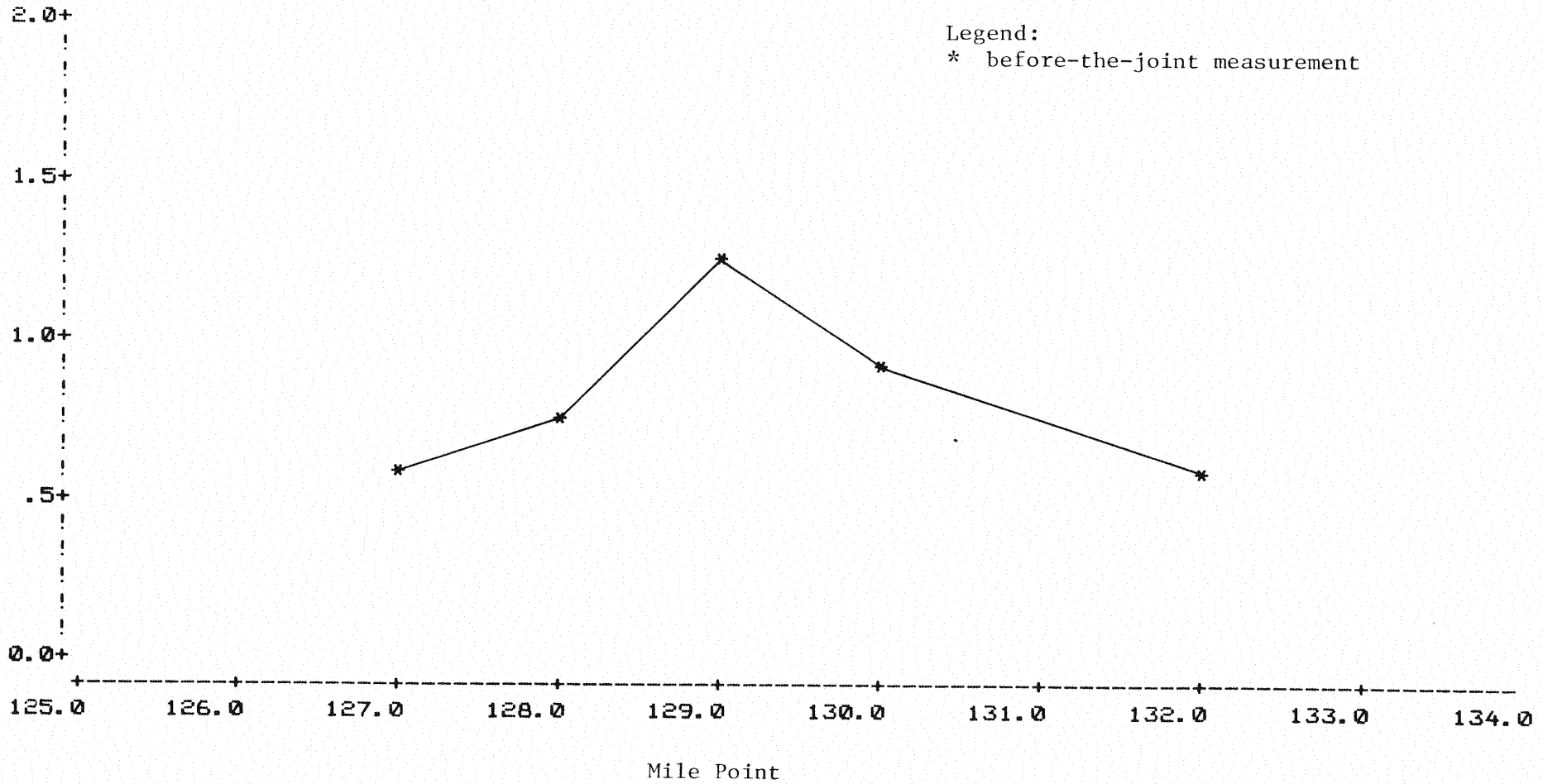


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

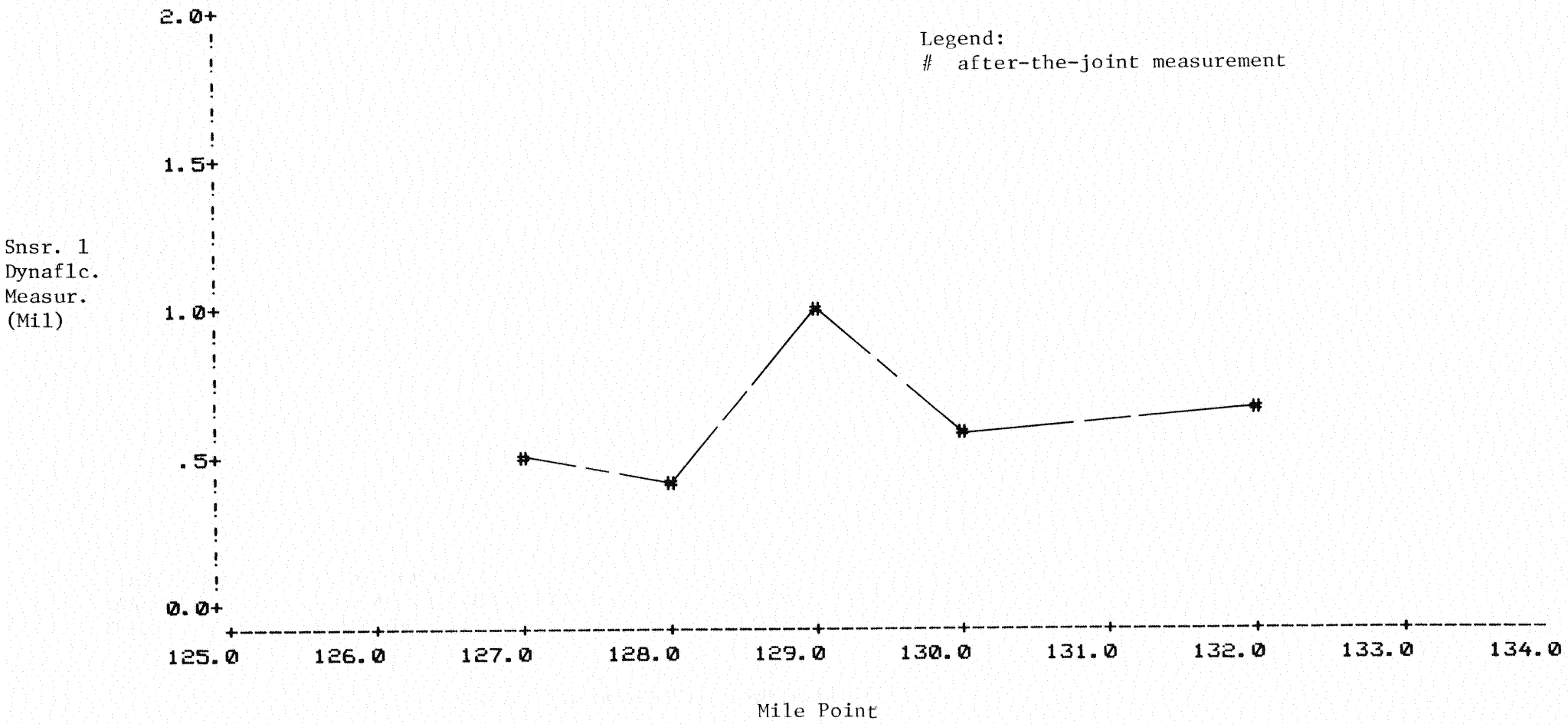
nsr. 1
ynaflec.
leasur.
Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 1) P
LOCATION : OKLAHOMA

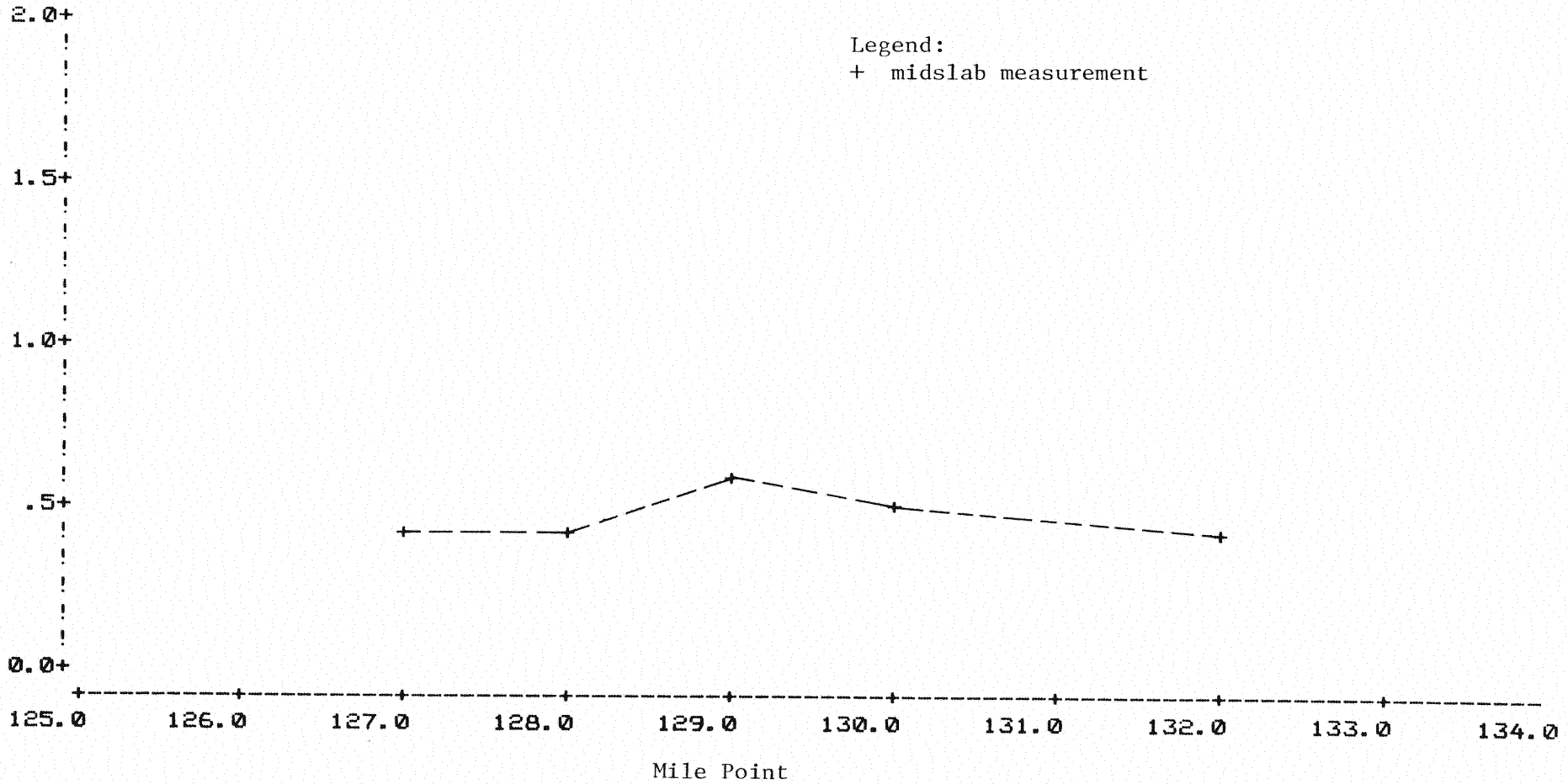
PROJECT NO : TOK-1
CLIENT : ODOT



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 1) P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT



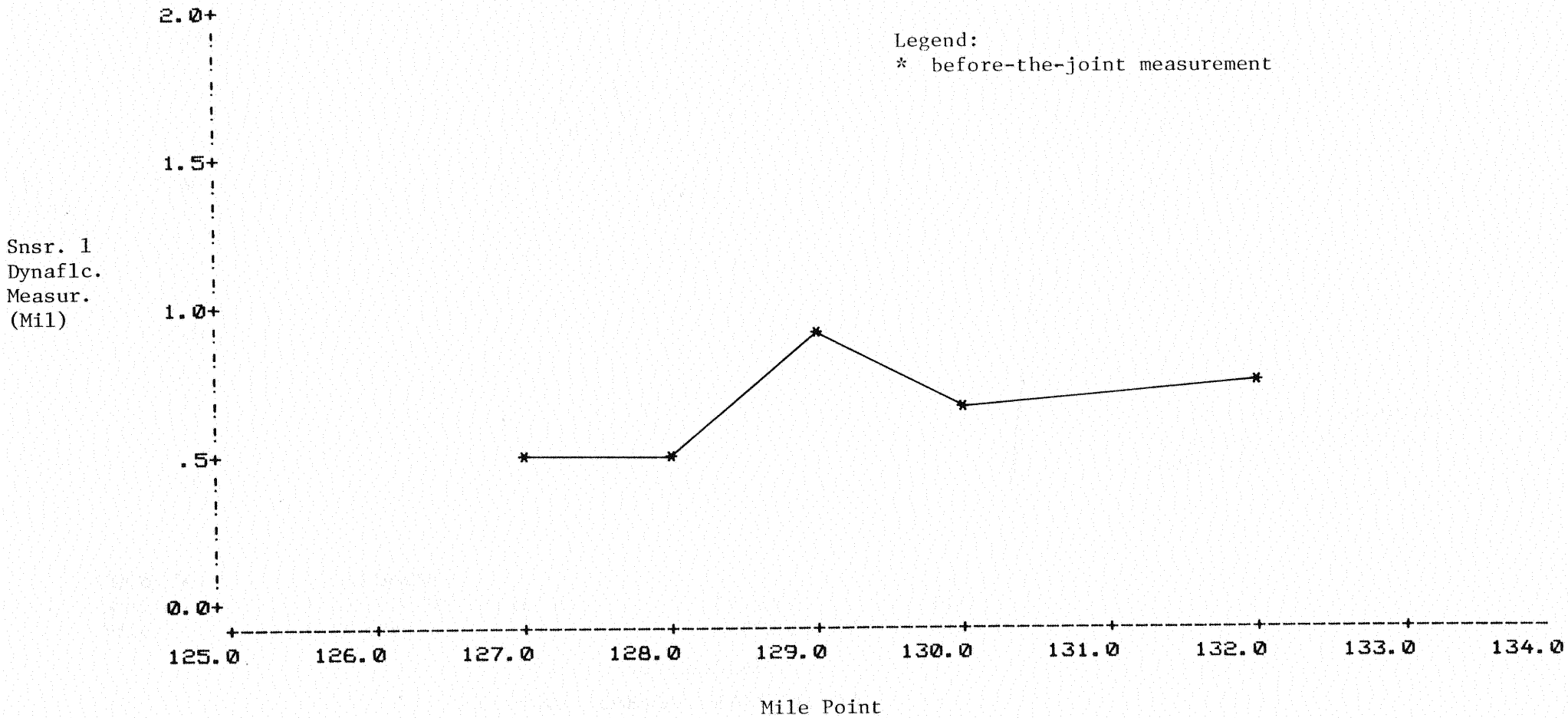
OKLAHOMA PAVEMENT EVALUATION

DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 1) P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* before-the-joint measurement

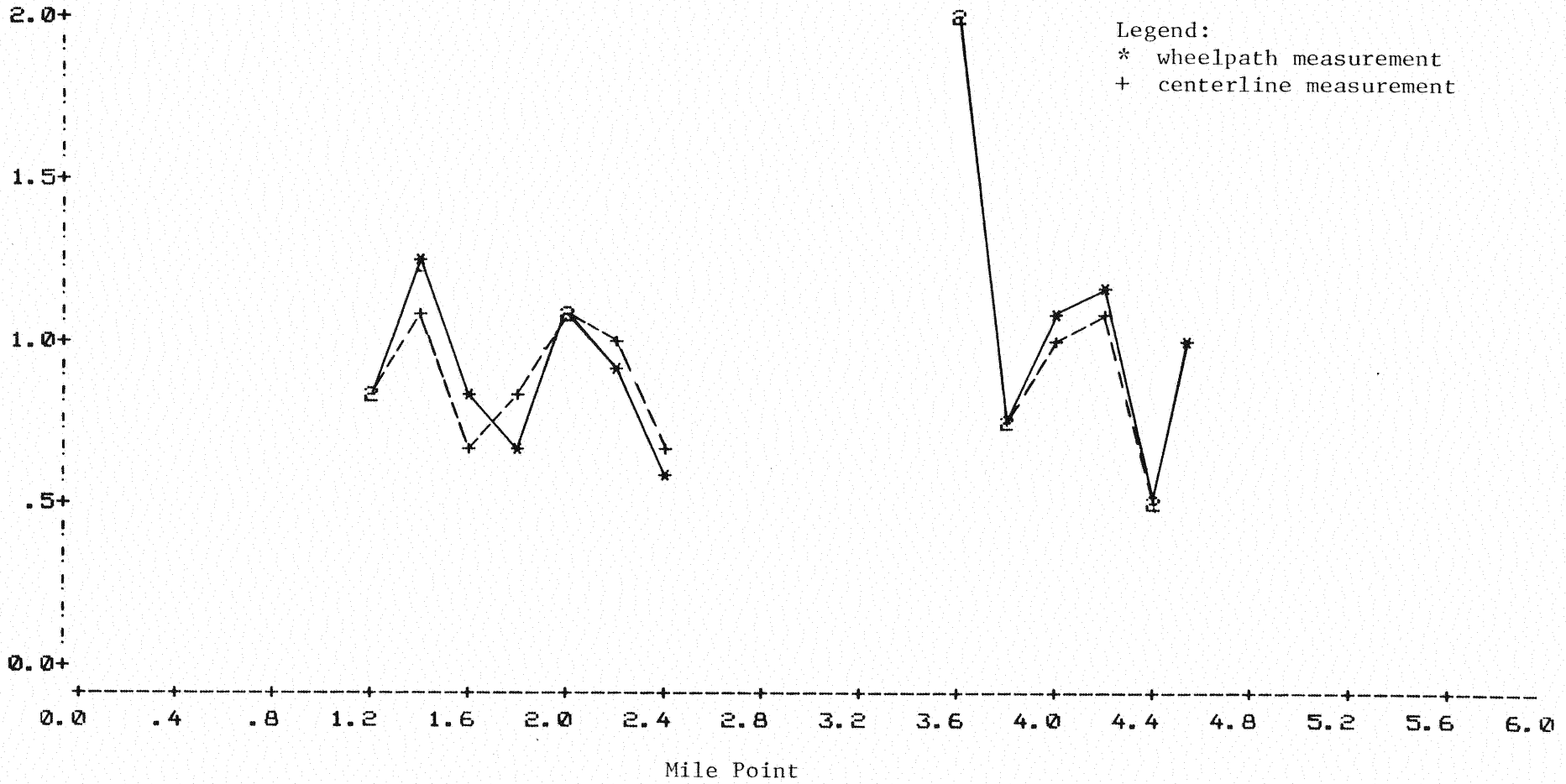


OKLAHOMA PAVEMENT EVALUATION

DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 2)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

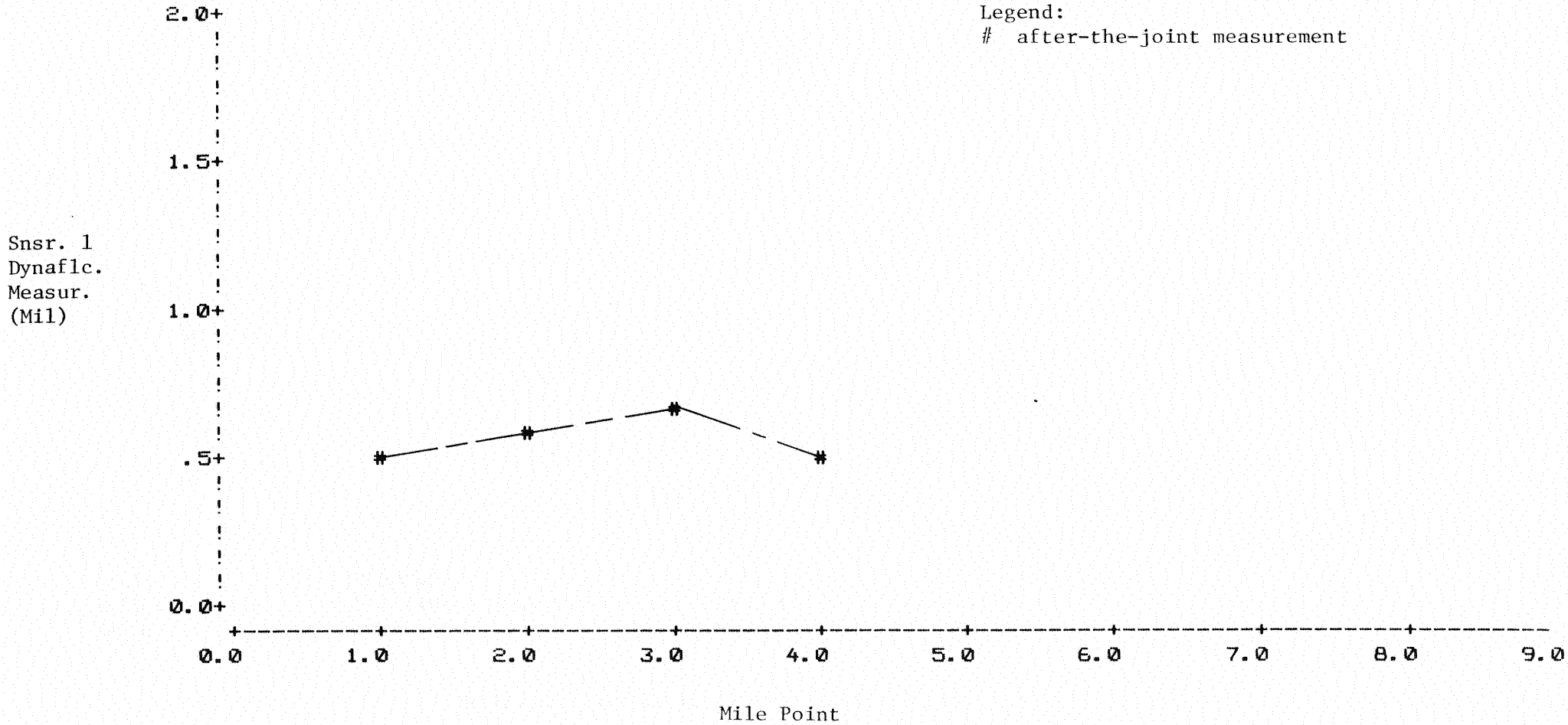


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 5)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
after-the-joint measurement

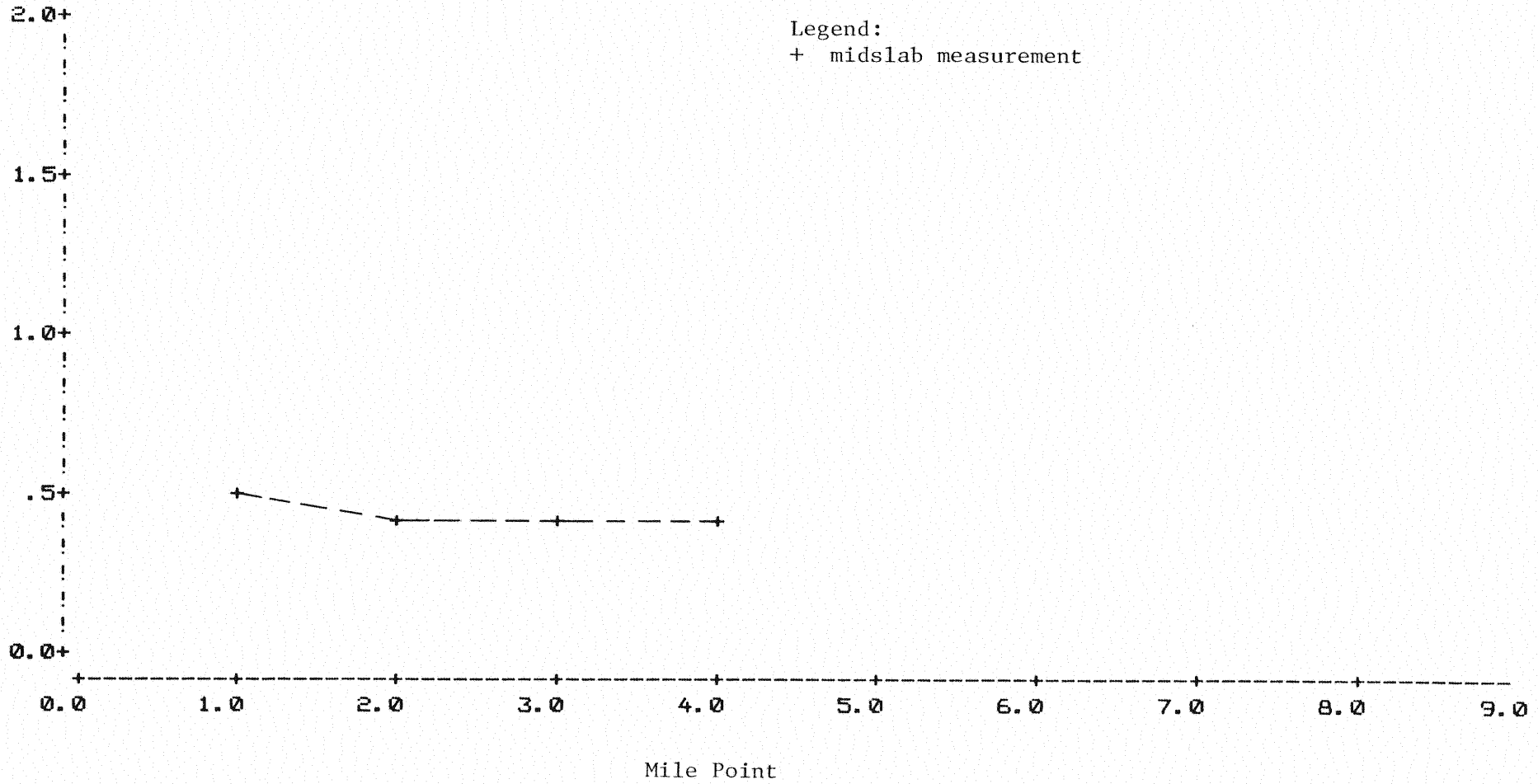


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 5)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

nsr. 1
ynaflc.
easur.
Mil)



OKLAHOMA PAVEMENT EVALUATION

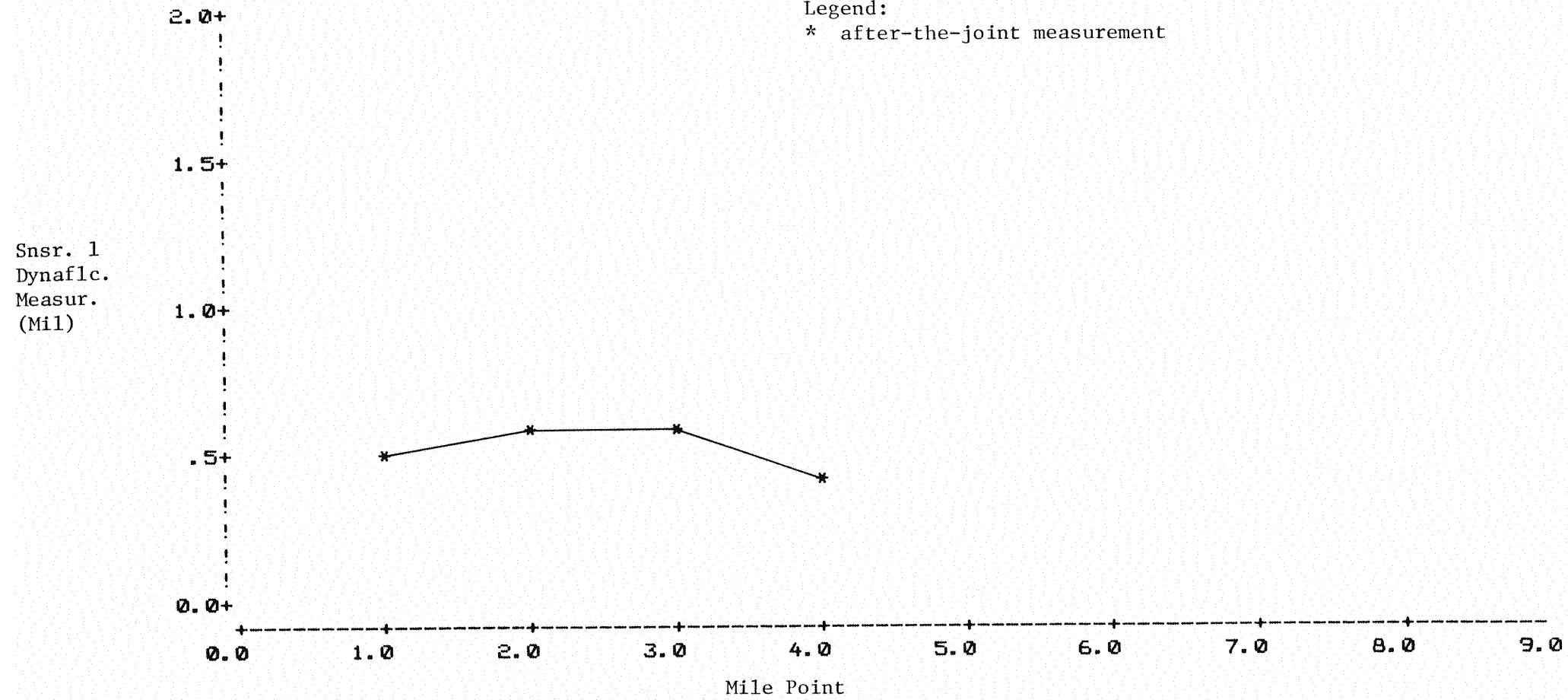
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 5)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:

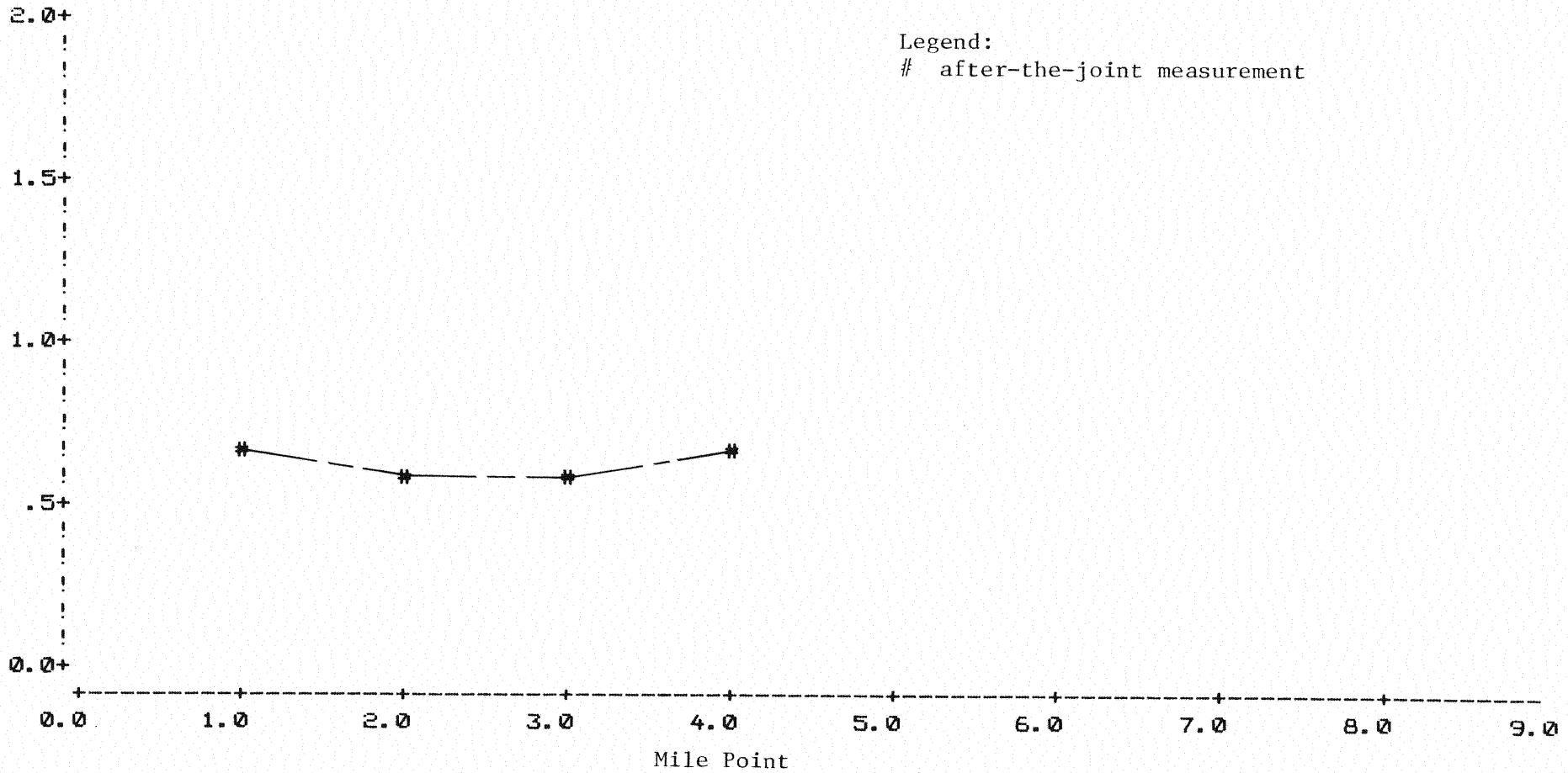
* after-the-joint measurement



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 5)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT



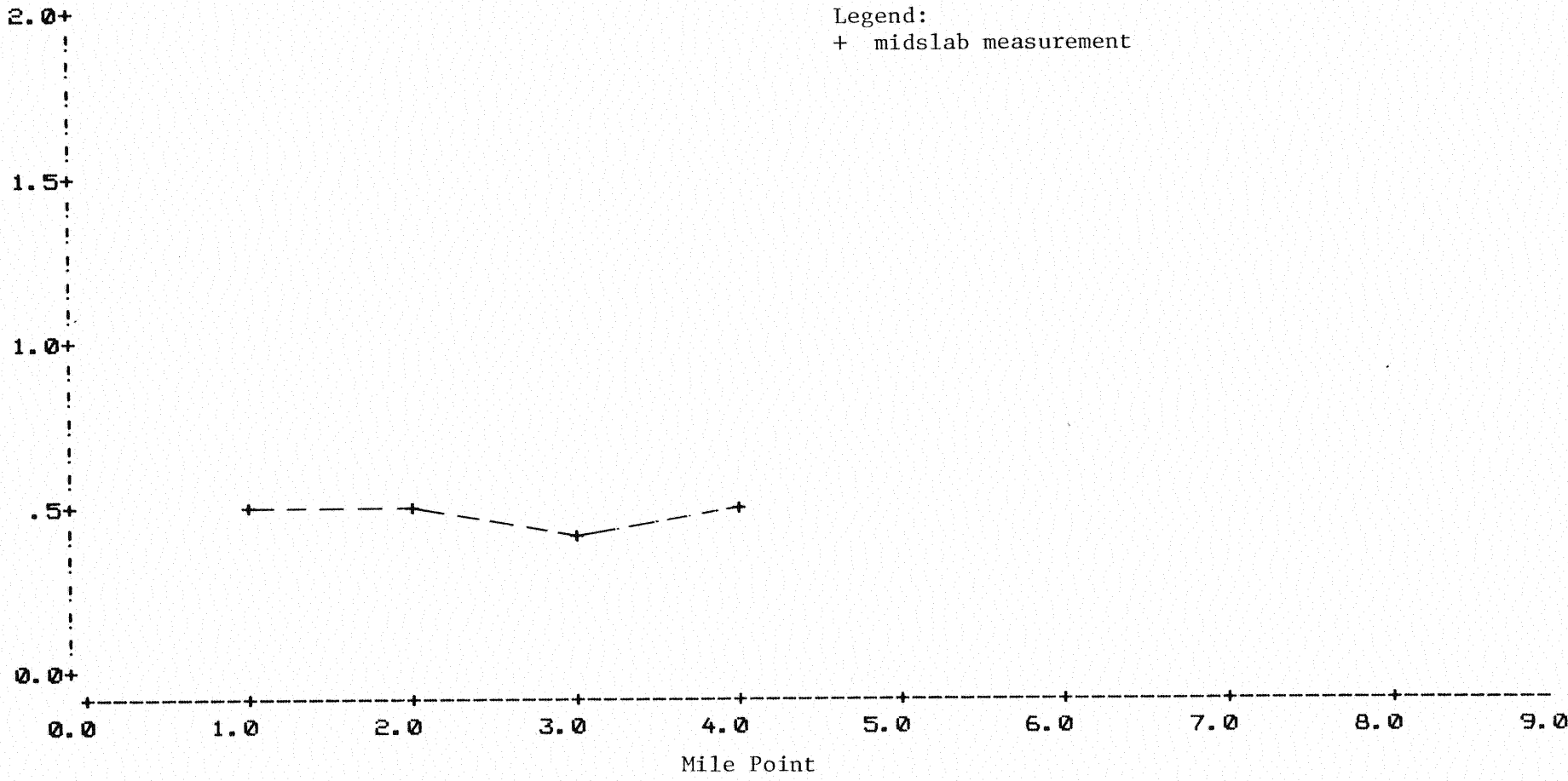
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 5) P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

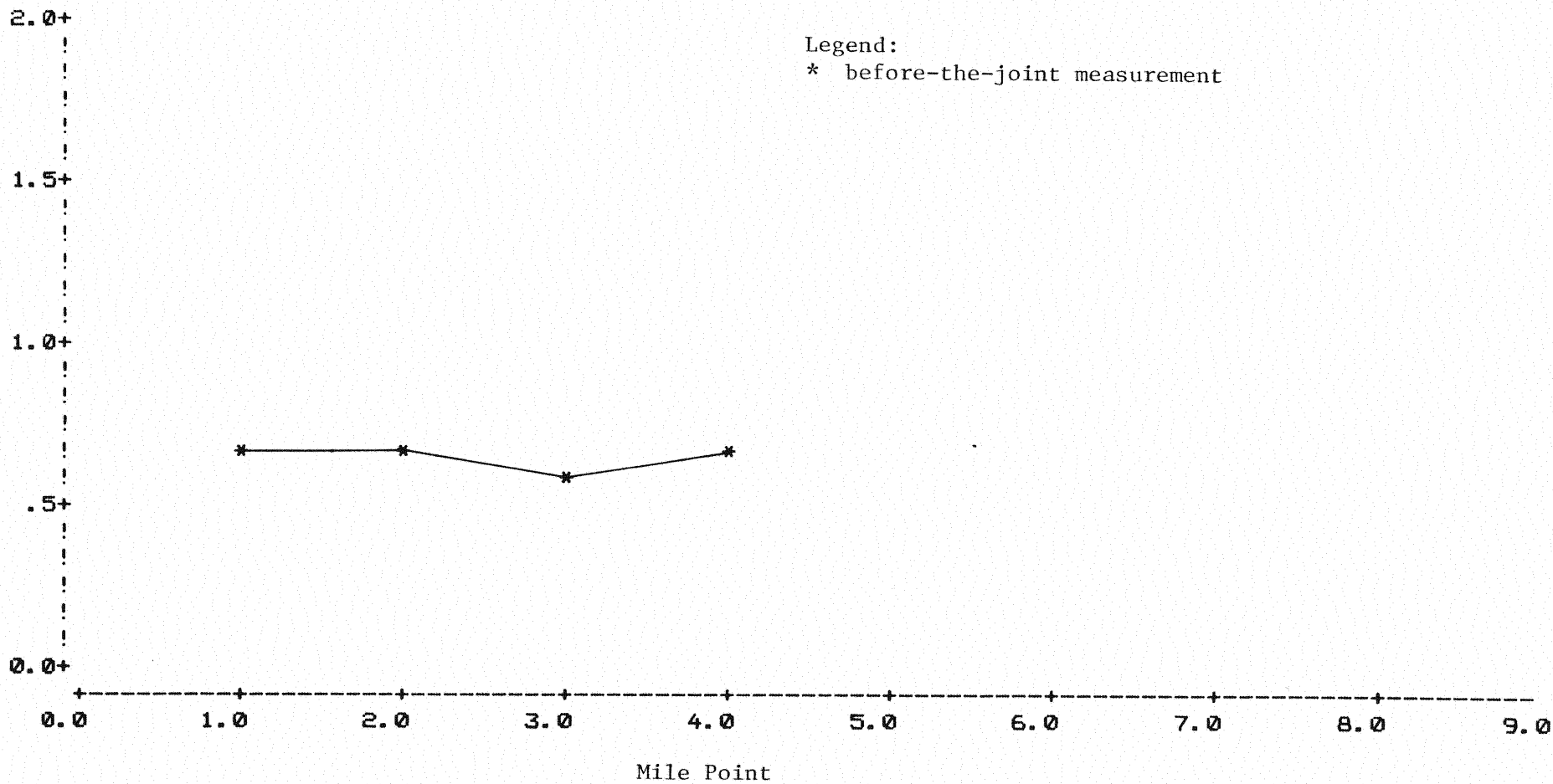
Legend:
+ midslab measurement

Snsr. 1
Dynaflec.
Measur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 SB (SITE 5)P CLIENT : ODOT
LOCATION : OKLAHOMA



r. 1
aflc.
sur.
1)

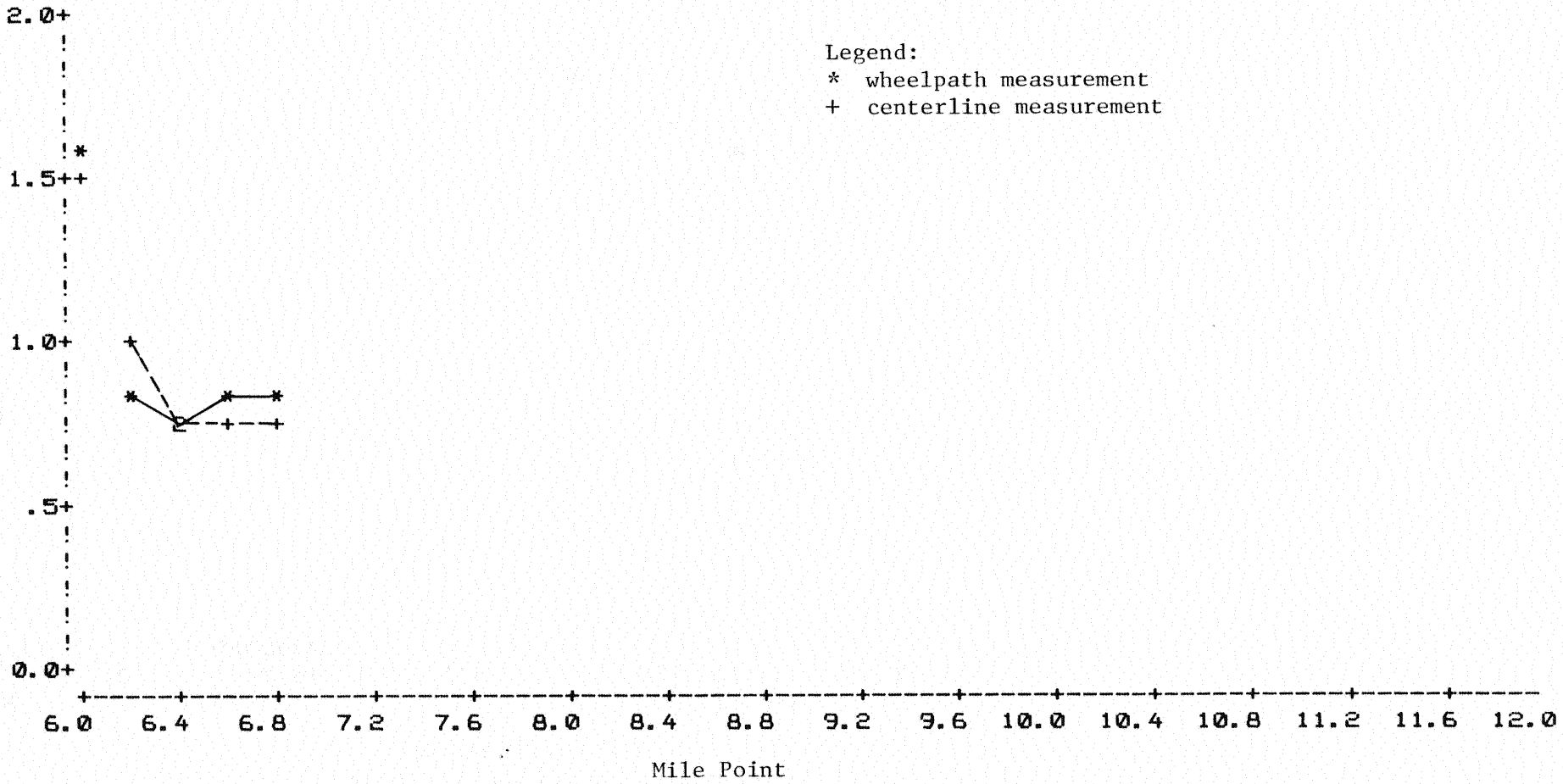
OKLAHOMA PAVEMENT EVALUATION

DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 4)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement



sr. 1
naflc.
asur.
fil)

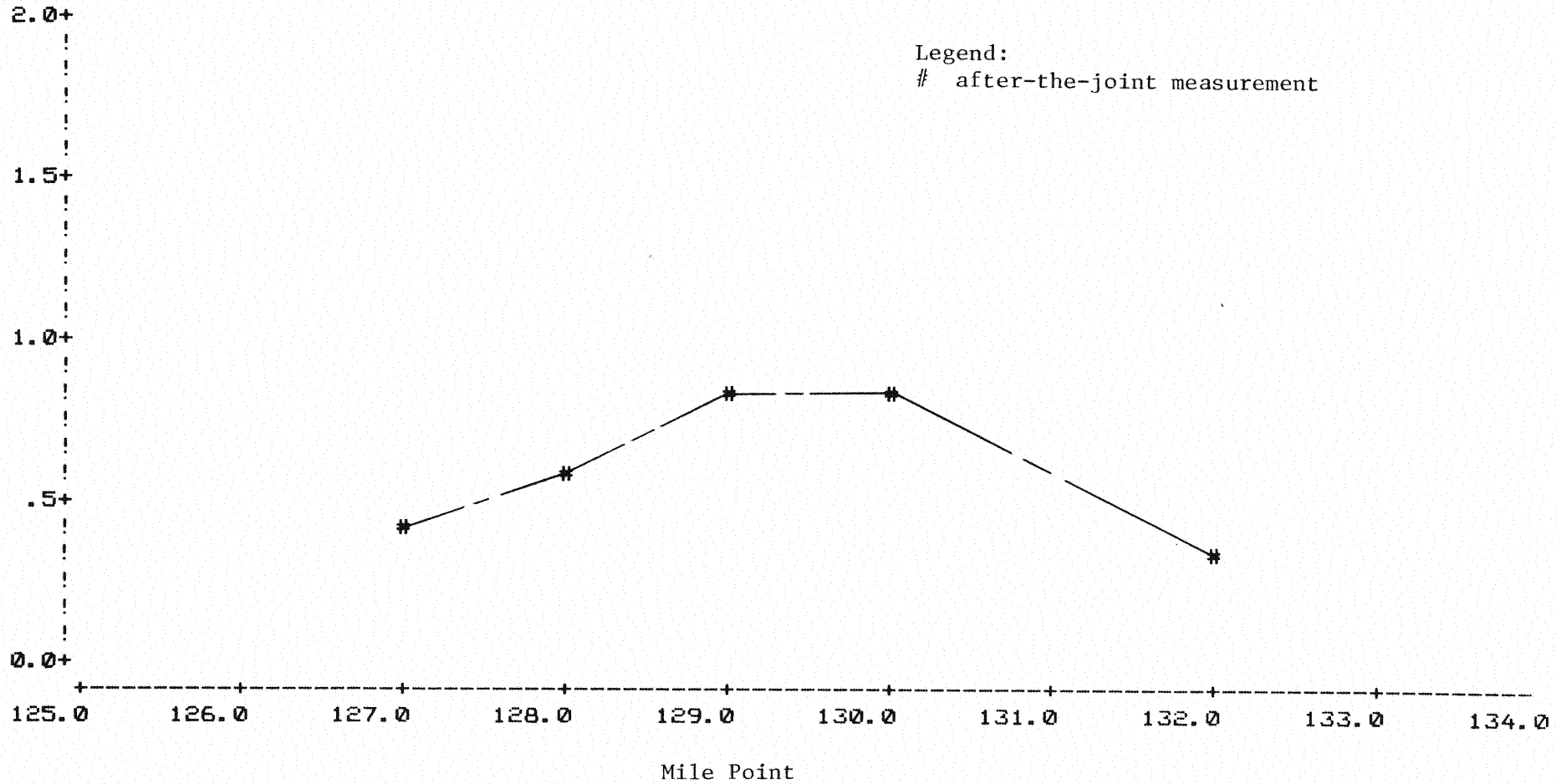
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Snsr. 1
dynaflect.
measur.
(Mil)

Legend:
after-the-joint measurement



OKLAHOMA PAVEMENT EVALUATION

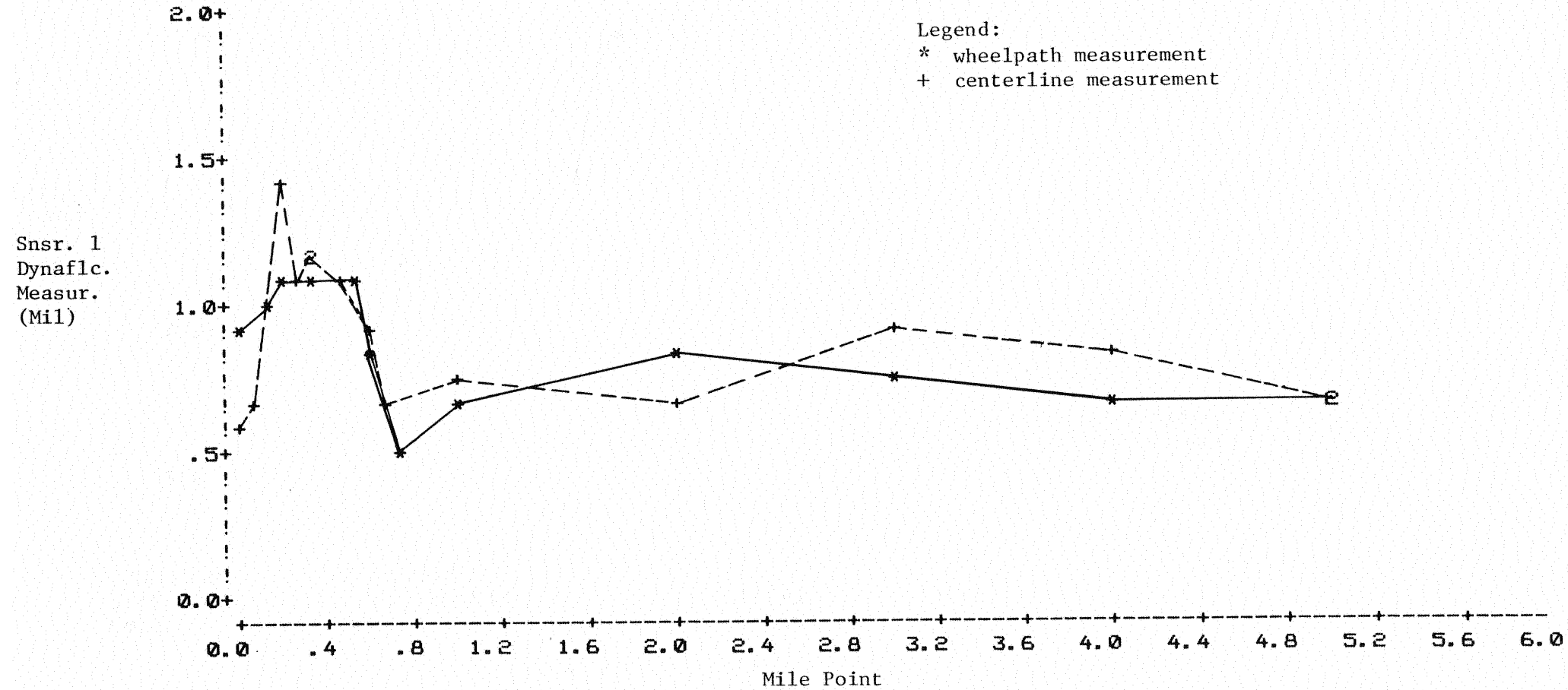
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:

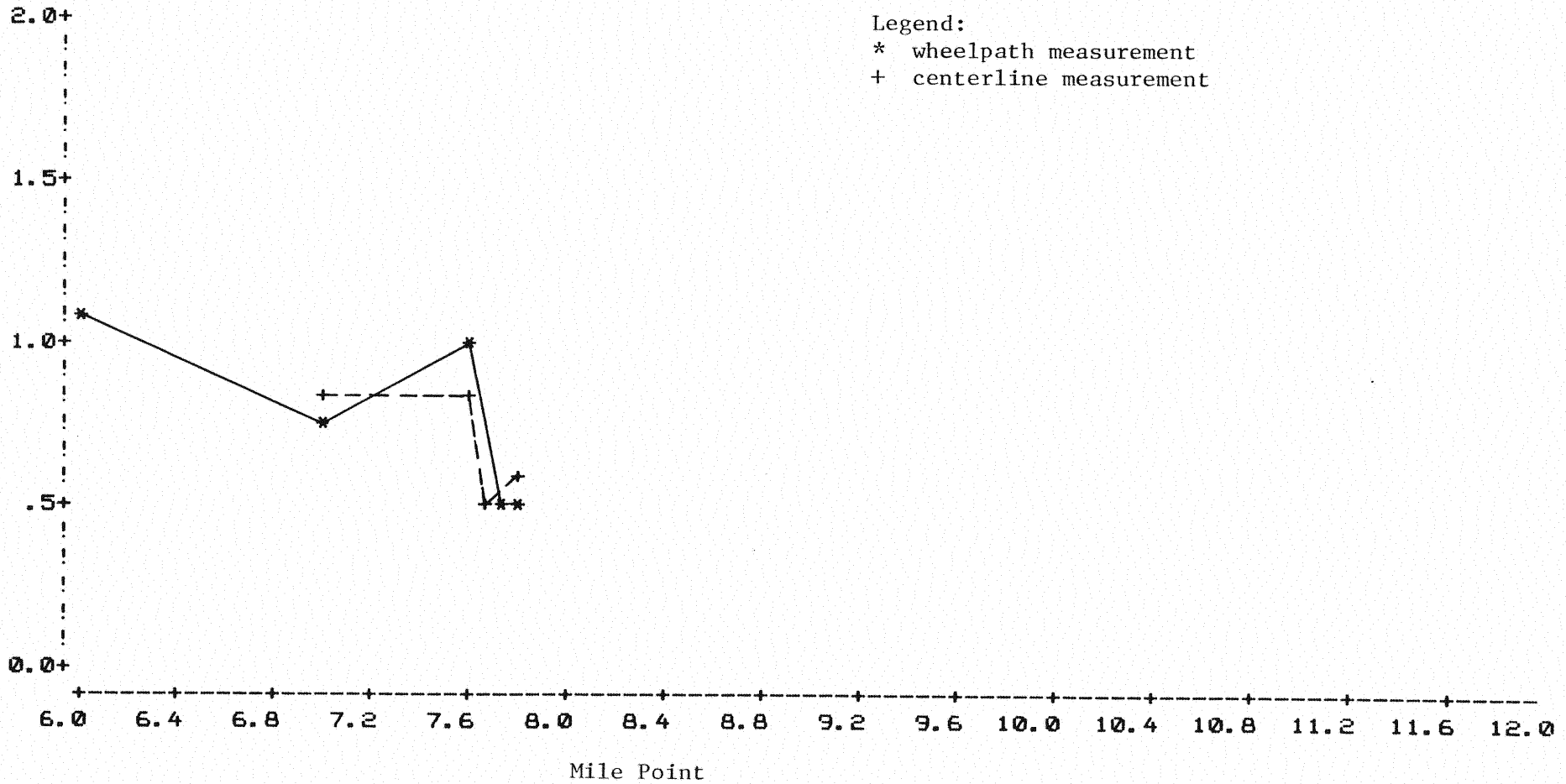
* wheelpath measurement
+ centerline measurement



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT



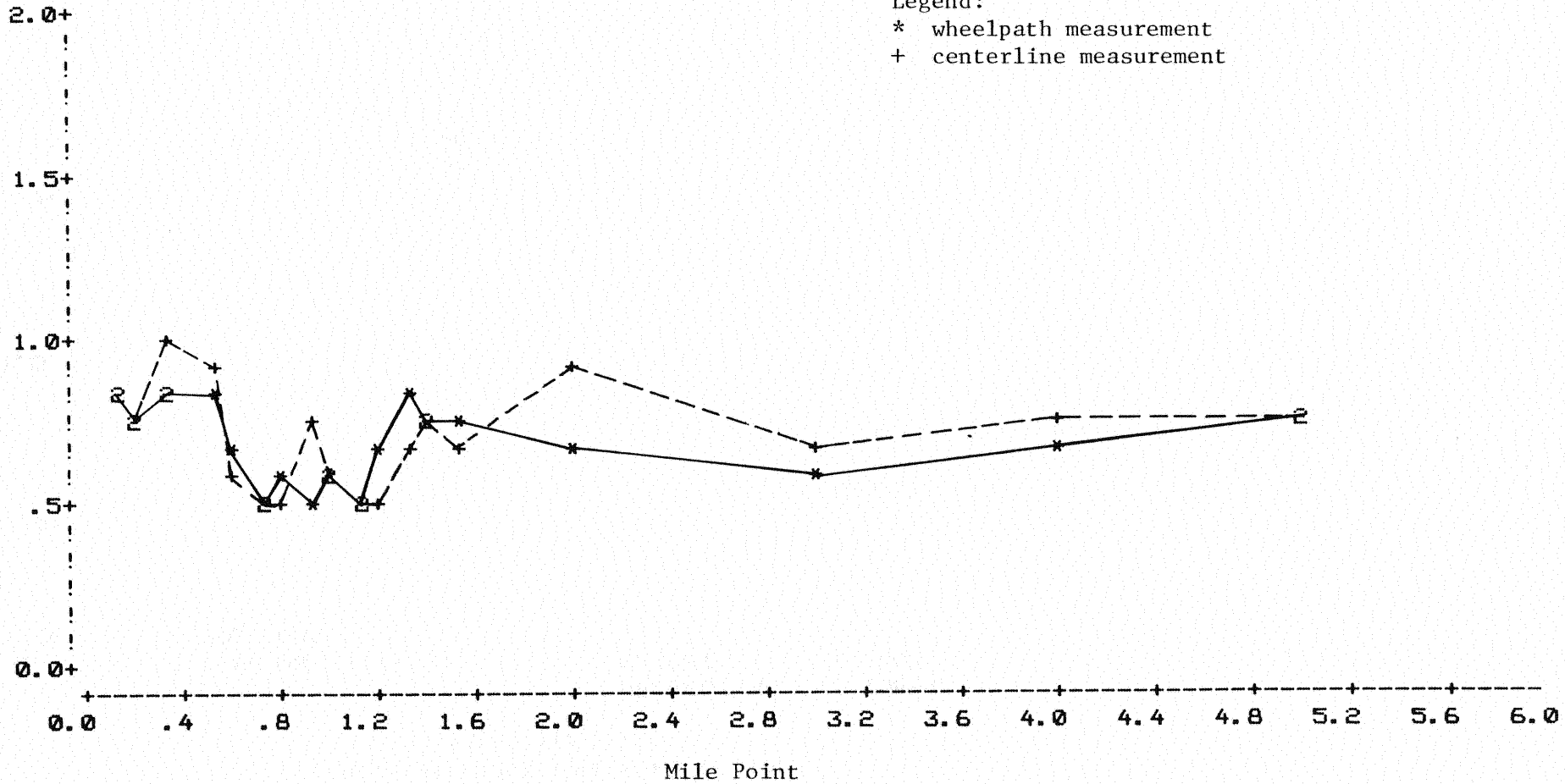
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement

Snsr. 1
Dynaflec.
Measur.
(Mil)

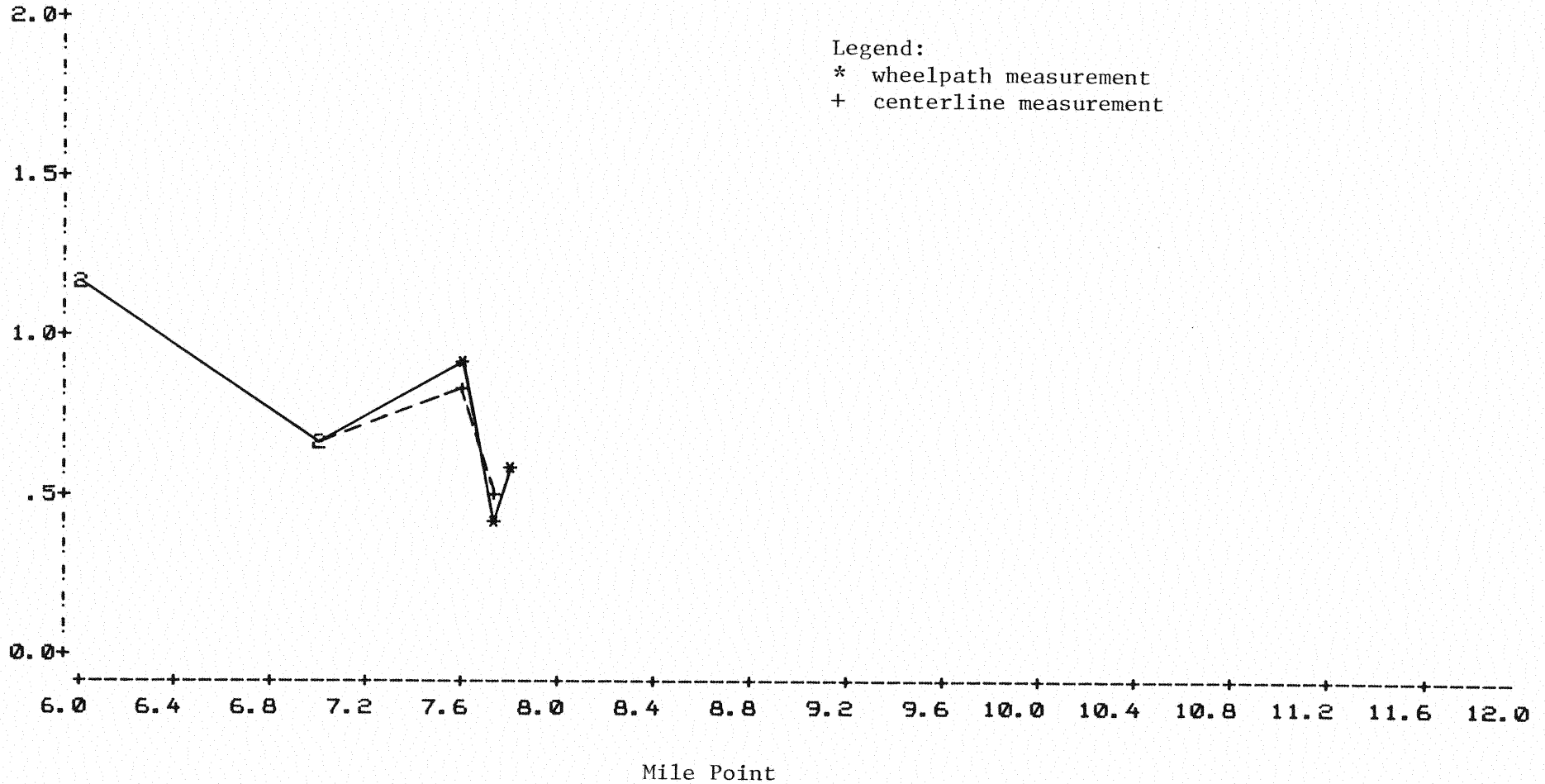


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

sr. 1
naflc.
asur.
(11)



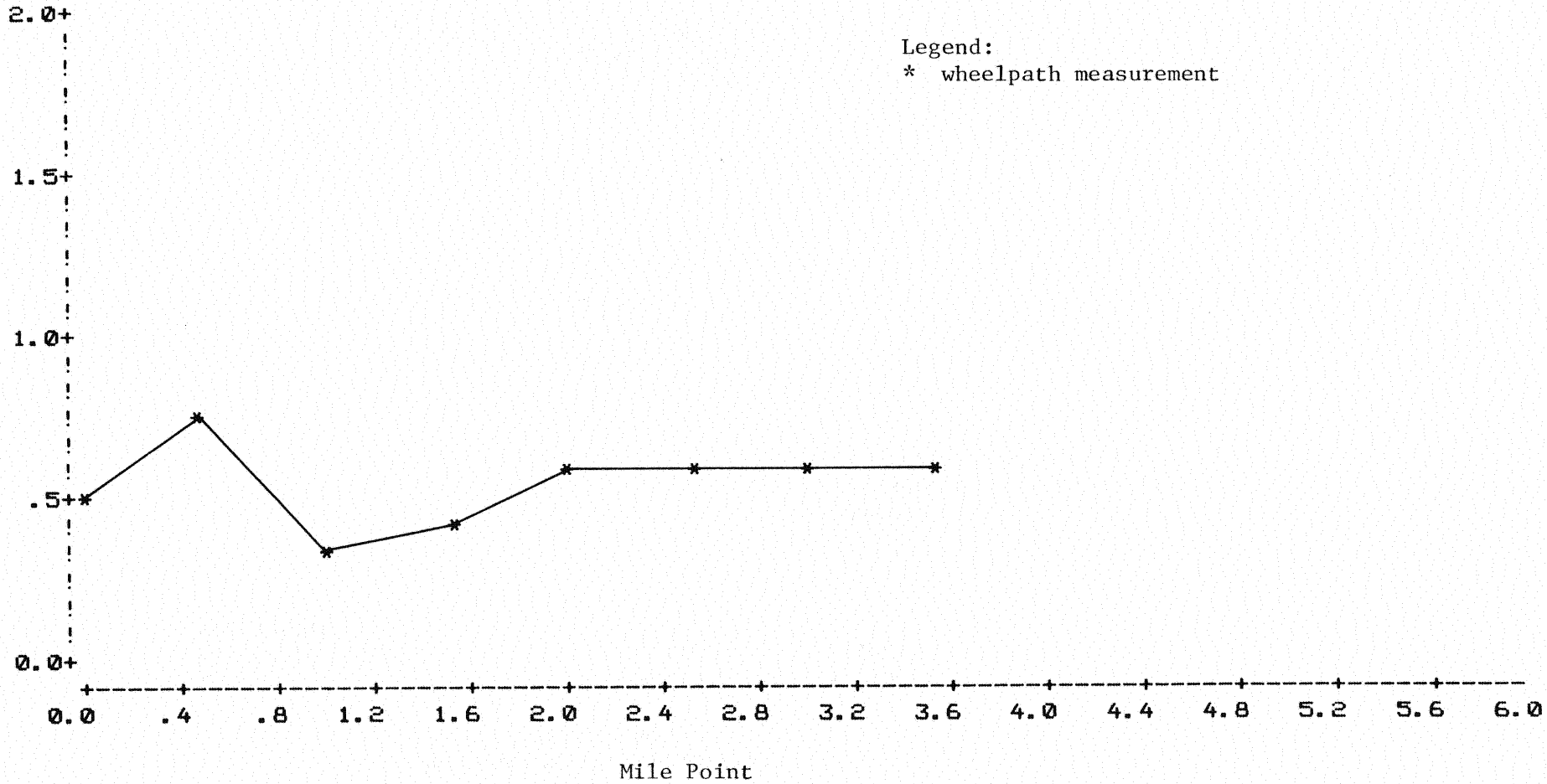
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENT

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 6)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement

Snsr. 1
Dynaflec.
Measur.
(Mil)

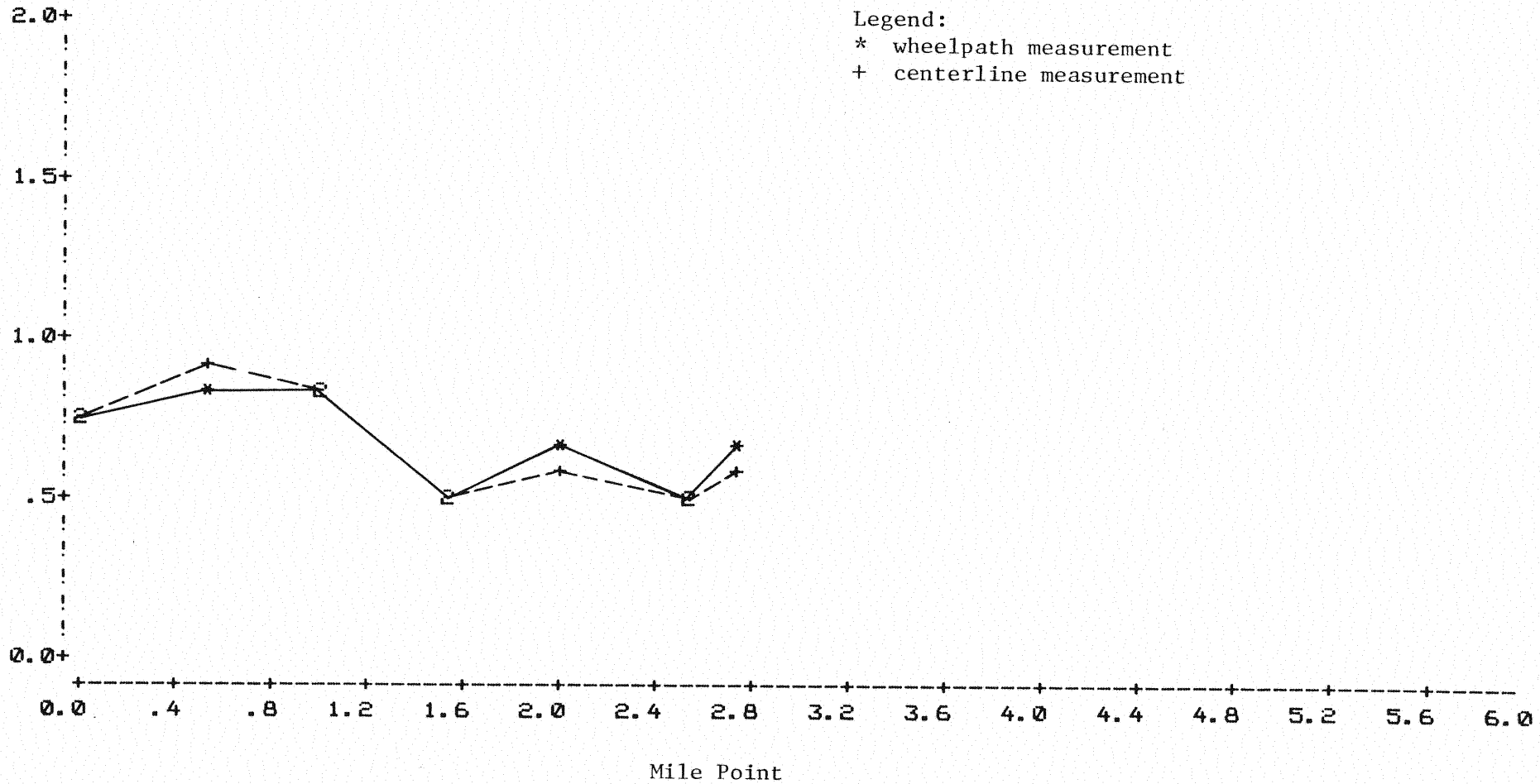


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-75 NB (SITE 7)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Snsr. 1
Dynaflc.
Measur.
(Mil)



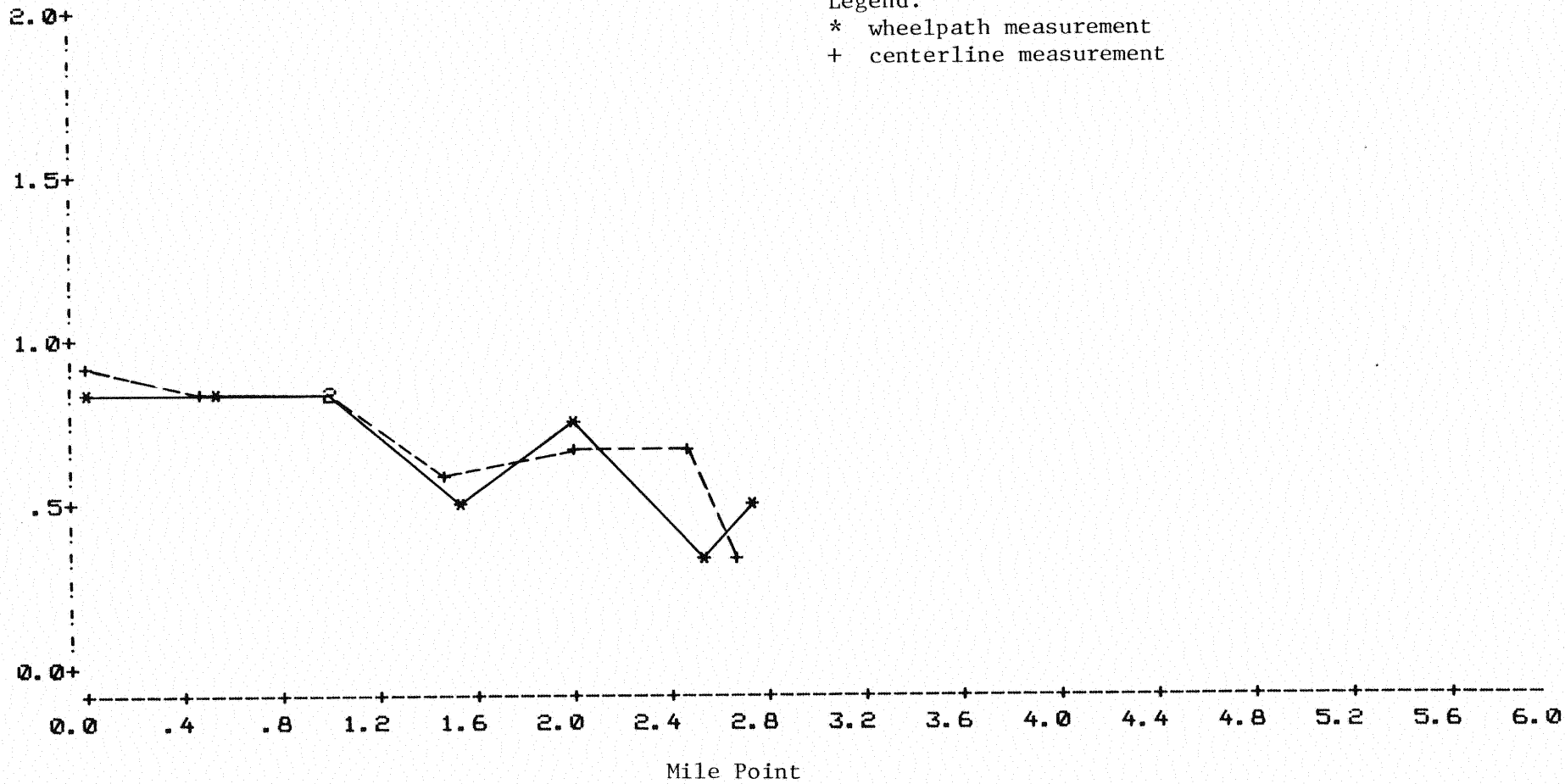
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENT

DATE : 06/84
PAVEMENT ID : US-75 SB (SITE 7)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement

Snsr. 1
Dynaflec.
Measur.
(Mil)

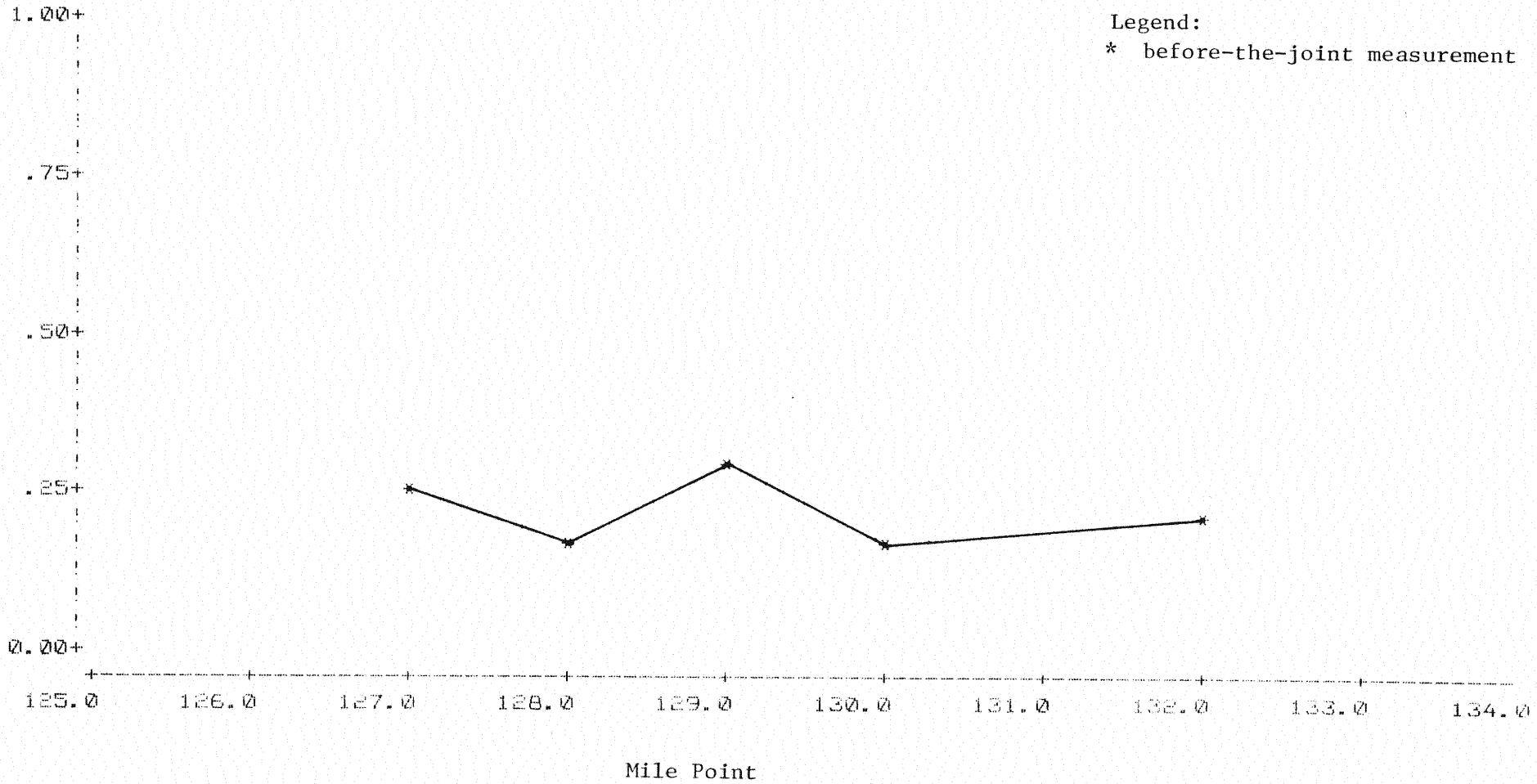


SENSOR 5 DEFLECTION

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 WB (SITE 1)P CLIENT : ODOT
LOCATION : OKLAHOMA

Legend:
* before-the-joint measurement

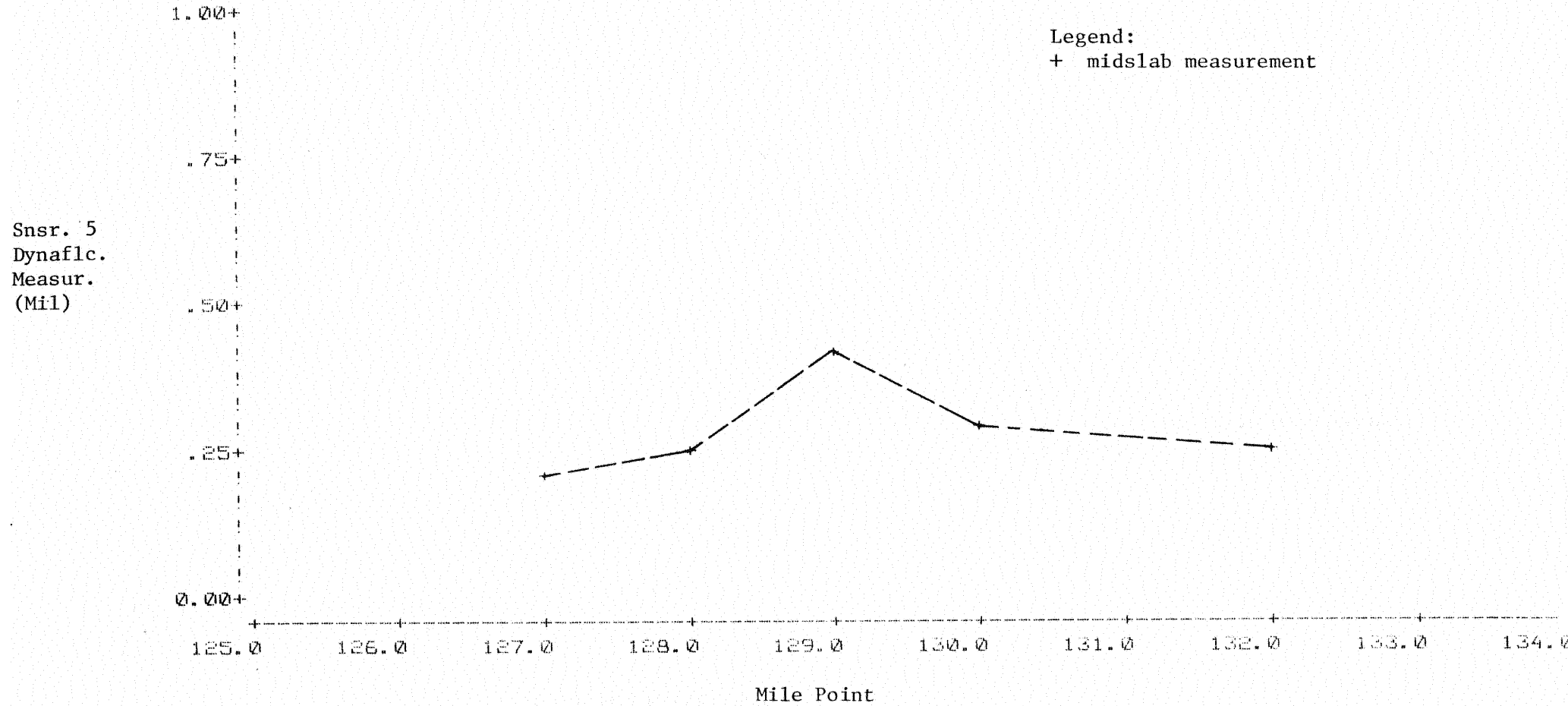


sr. 5
naflc.
asur.
il)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

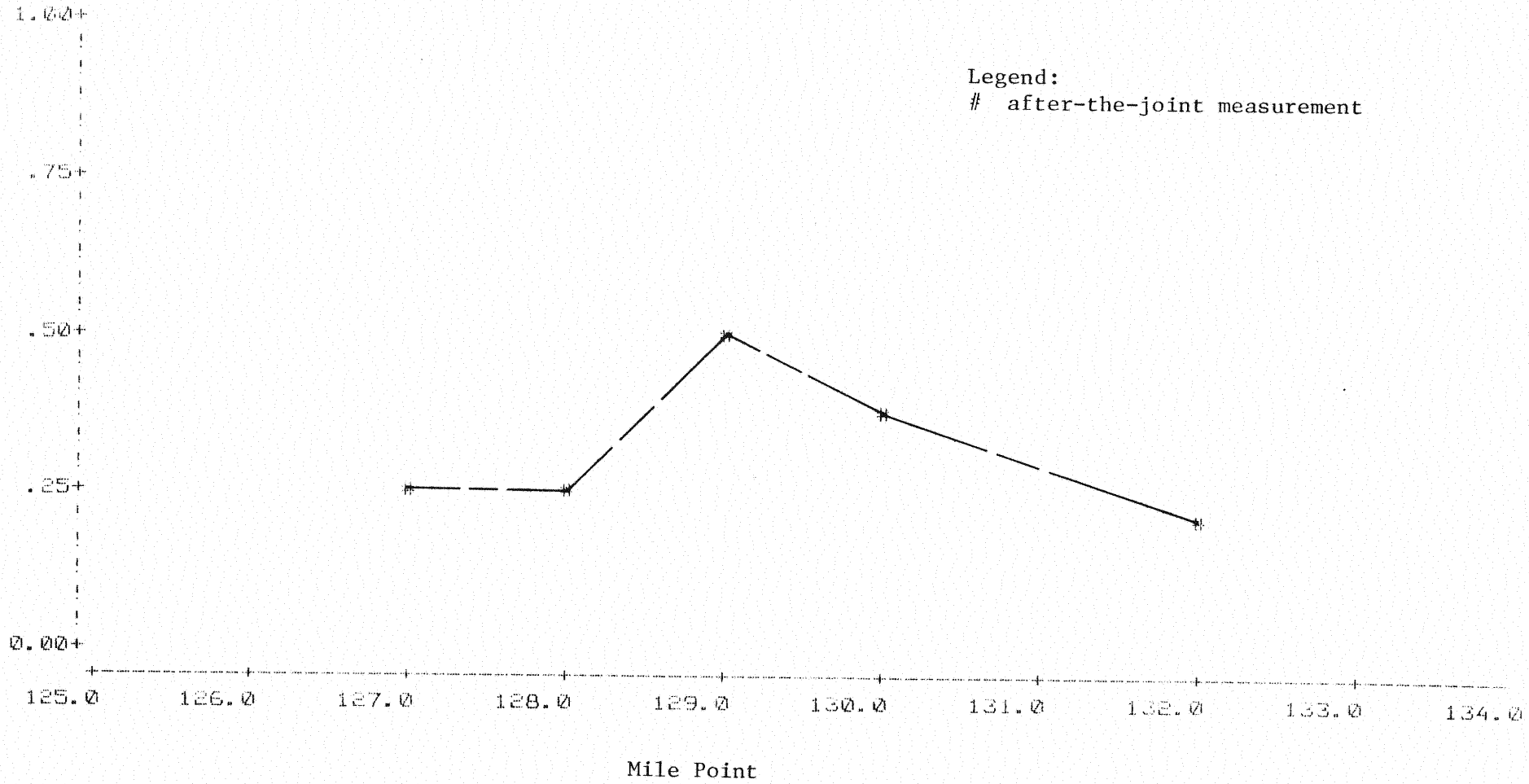
PROJECT NO : TOK-1
CLIENT : ODOT



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 WB (SIDE 1)P CLIENT : ODOT
LOCATION : OKLAHOMA

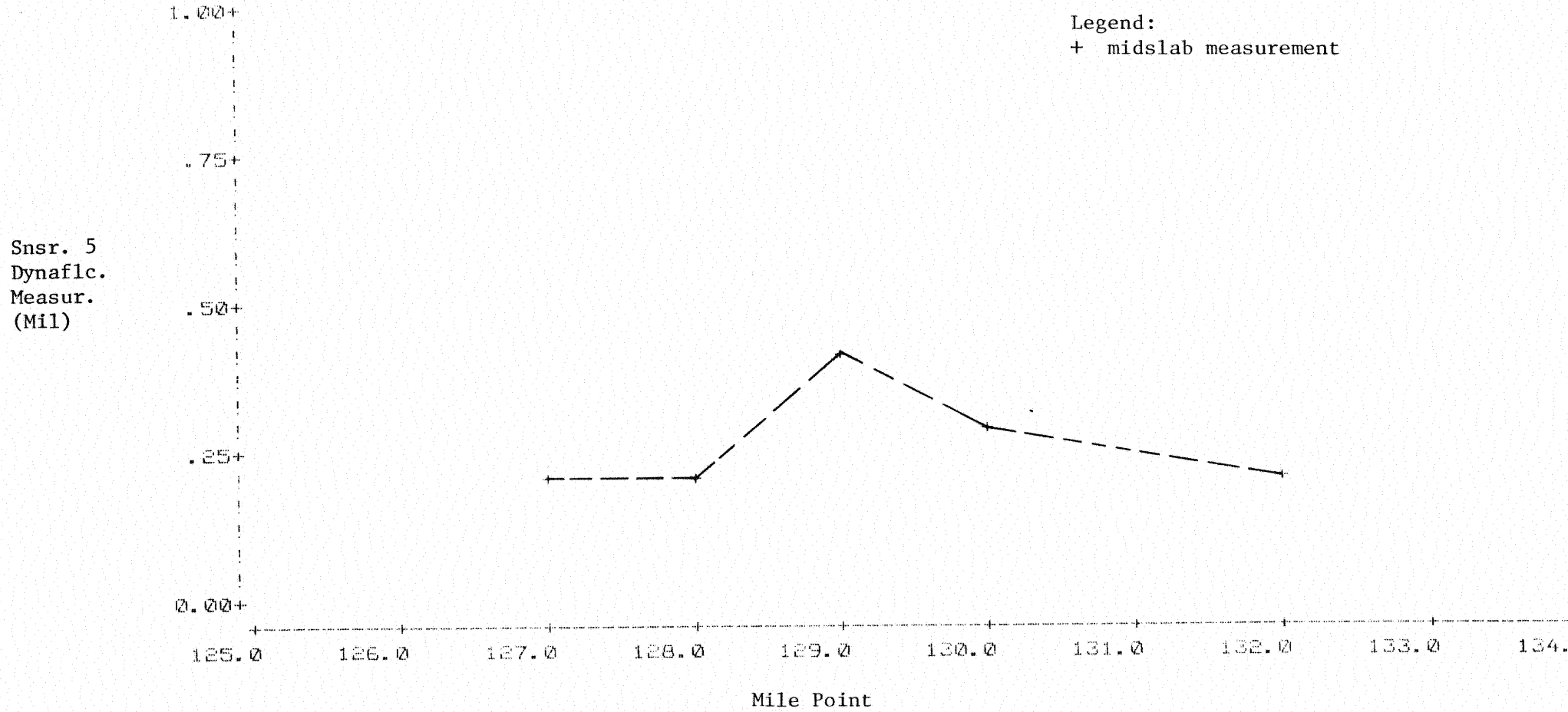
sr. 5
naflc.
asur.
il)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 1) P
LOCATION : OKLAHOMA

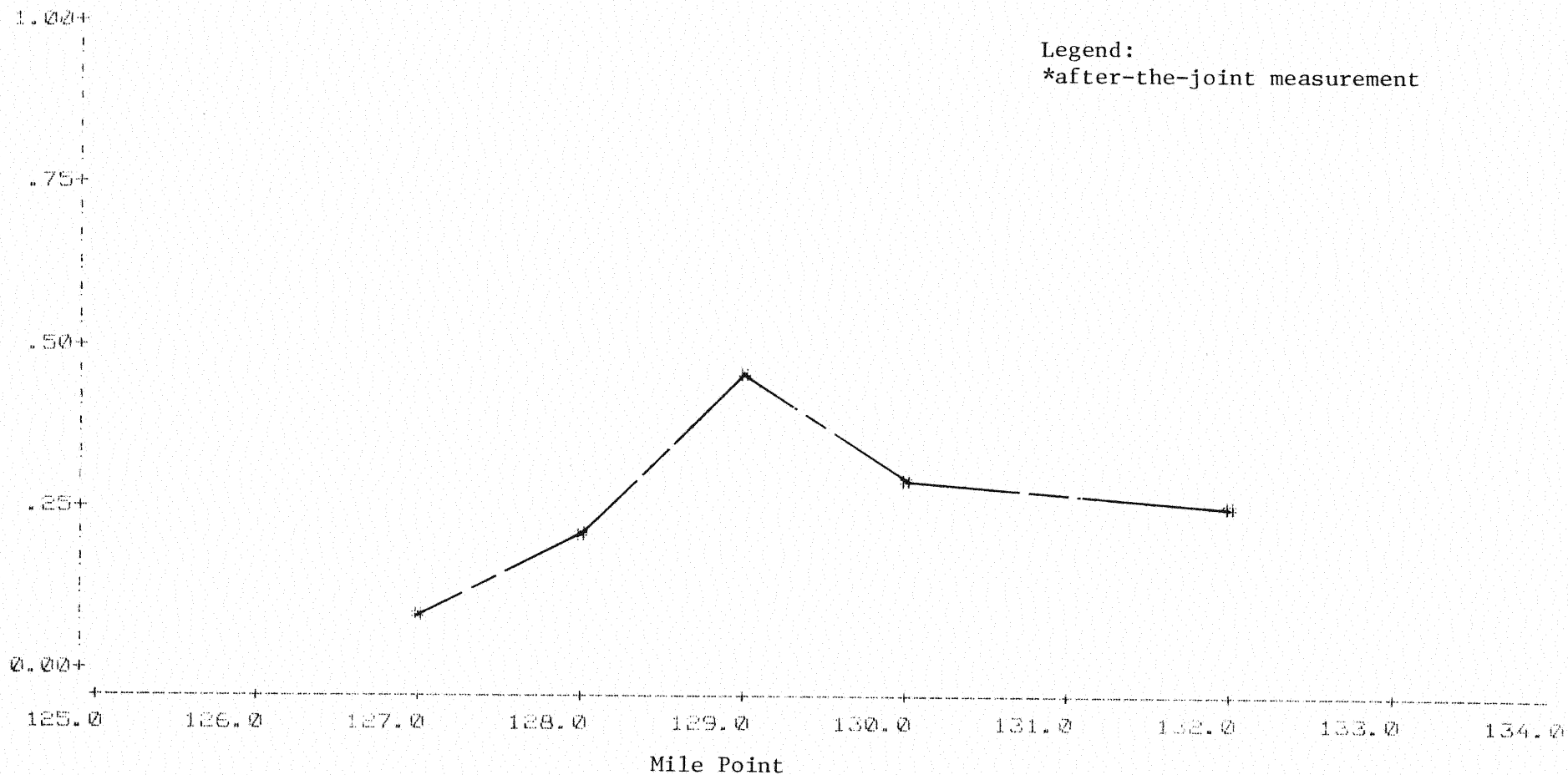
PROJECT NO : TOK-1
CLIENT : ODOT



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 EB (SITE 1) P CLIENT : ODOT
LOCATION : OKLAHOMA

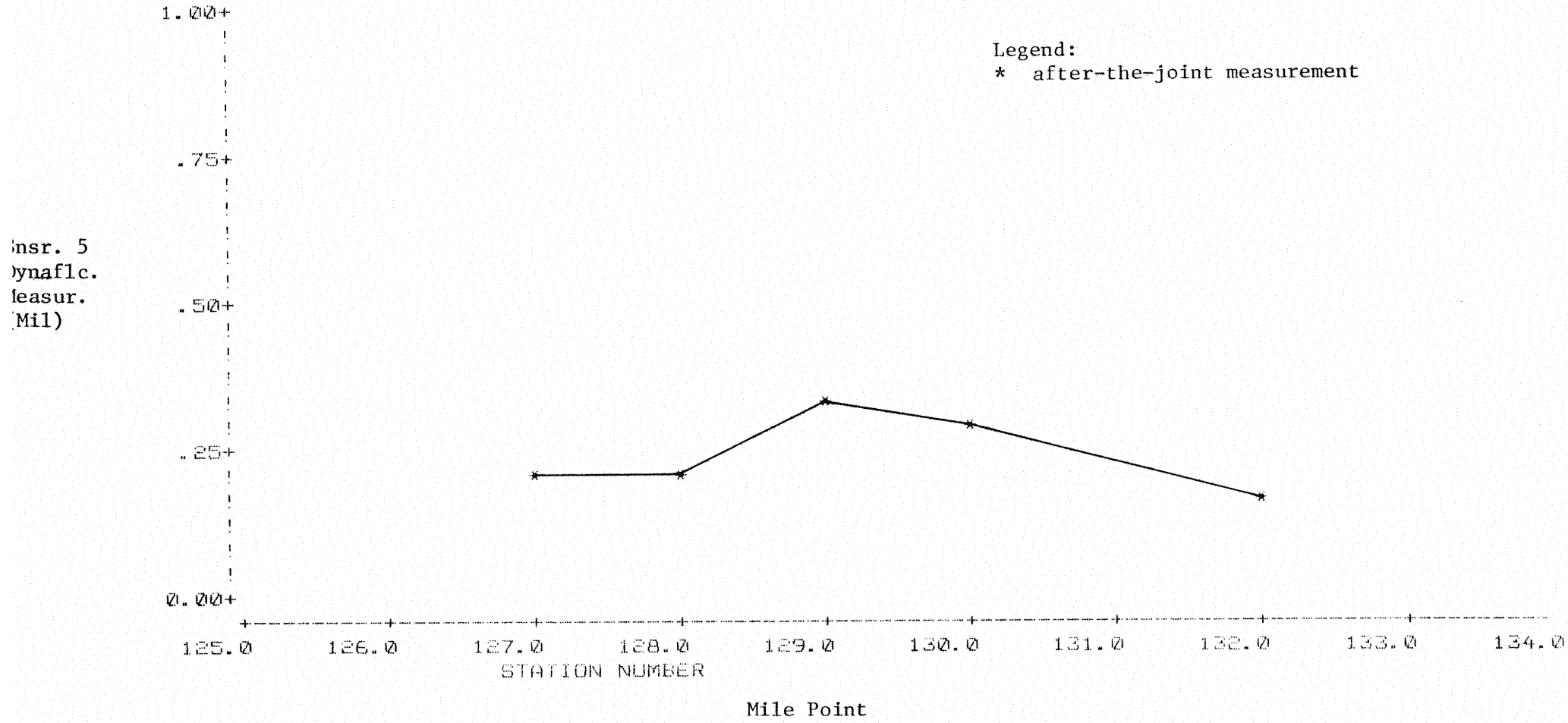
nsr. 5
ynaflec.
easur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 EB (SITE 1) P CLIENT : ODOT
LOCATION : OKLAHOMA

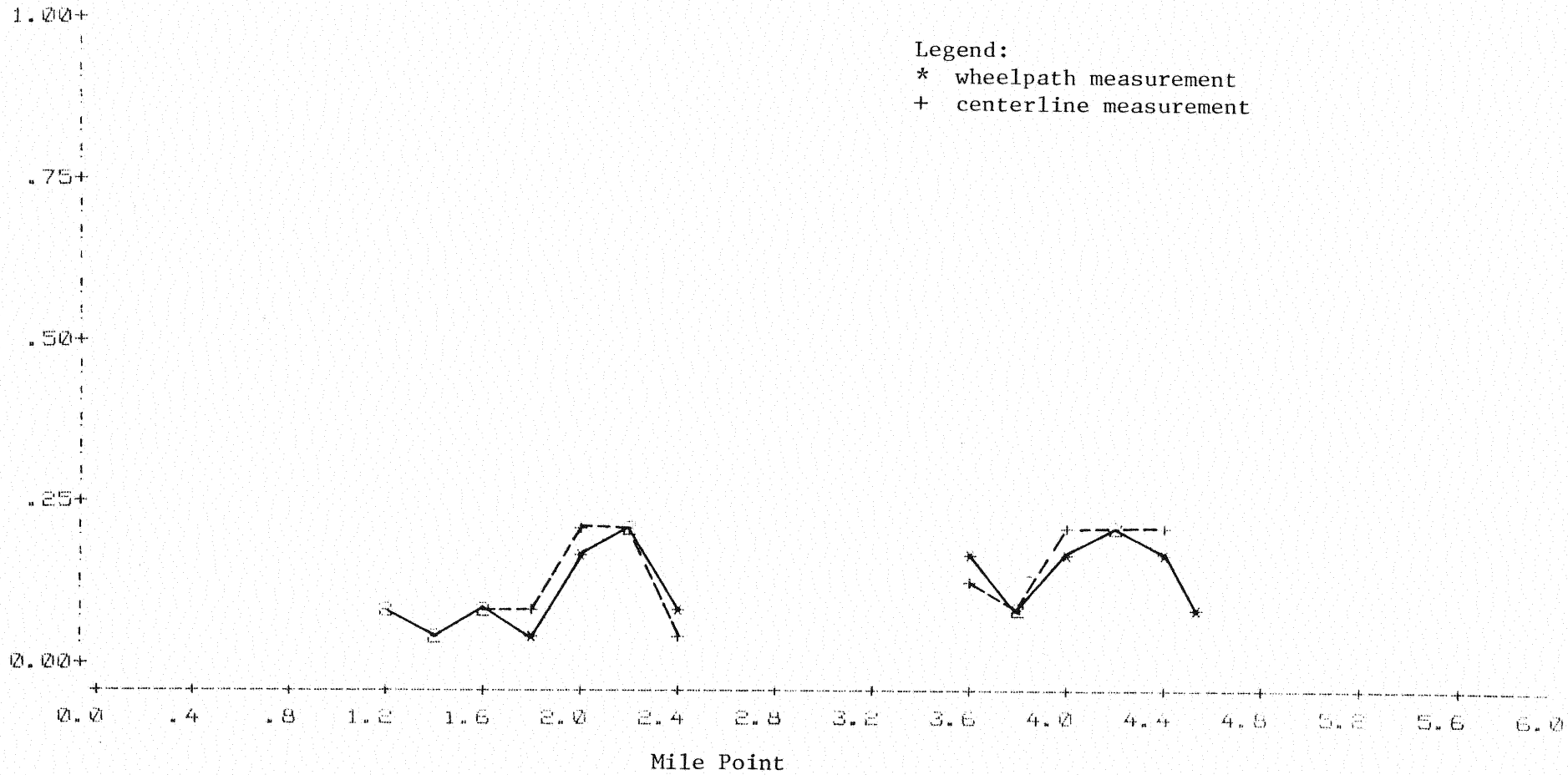
Legend:
* after-the-joint measurement



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 SB (SITE 2) CLIENT : ODOT
LOCATION : OKLAHOMA

nsr. 5
ynaflec.
easur.
(Mil)

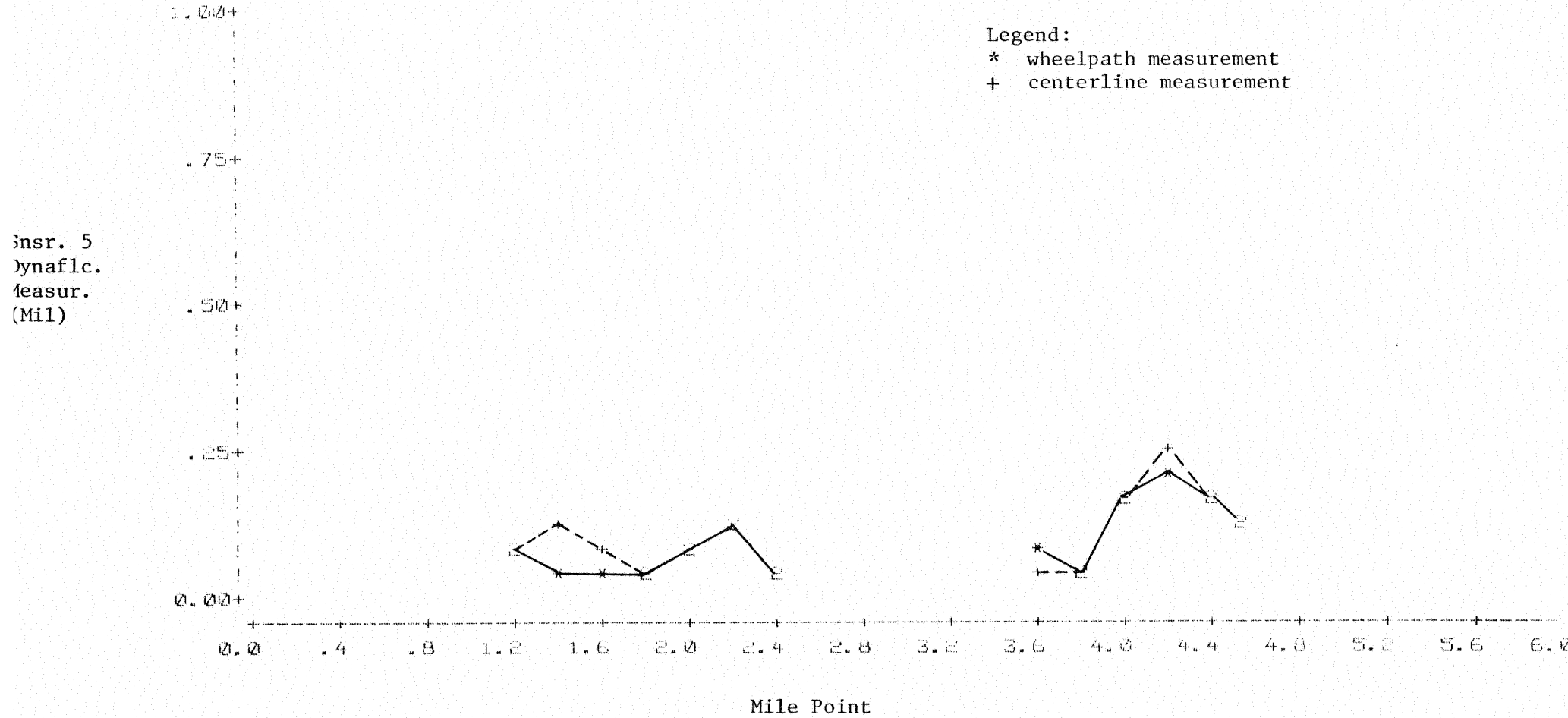


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 2)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement



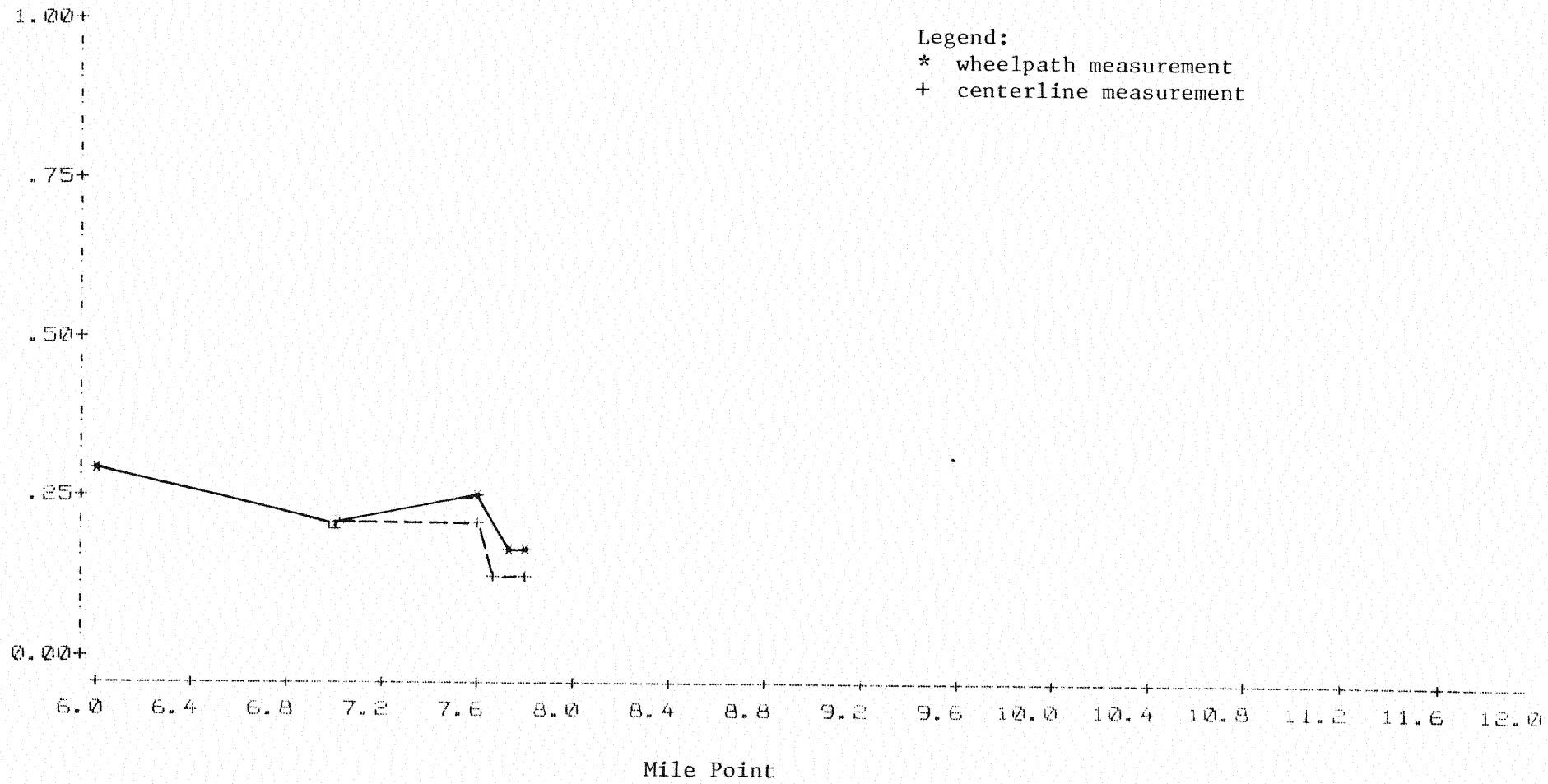
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Snsr.. 5
dynaflec.
measur.
(Mil)

Legend:
* wheelpath measurement
+ centerline measurement

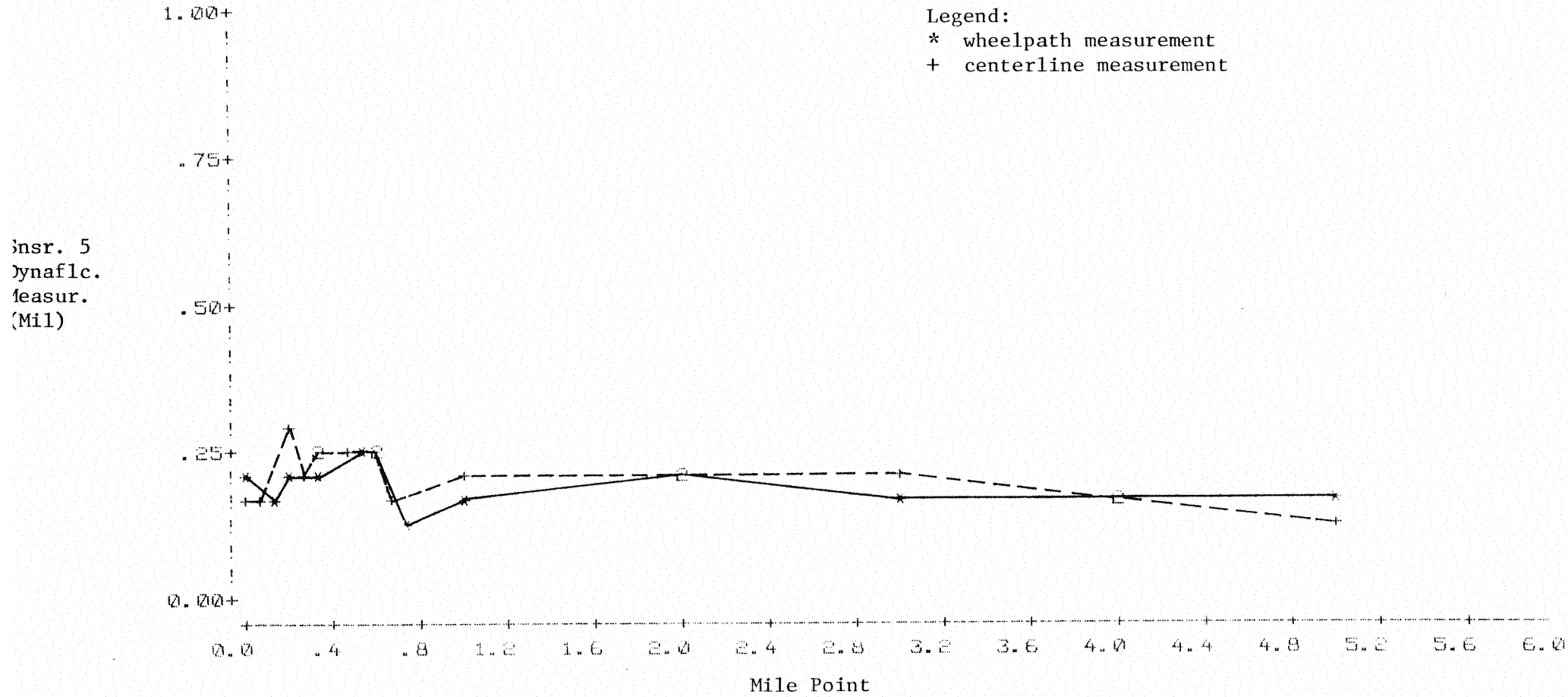


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : T6K-1
CLIENT : ODOT

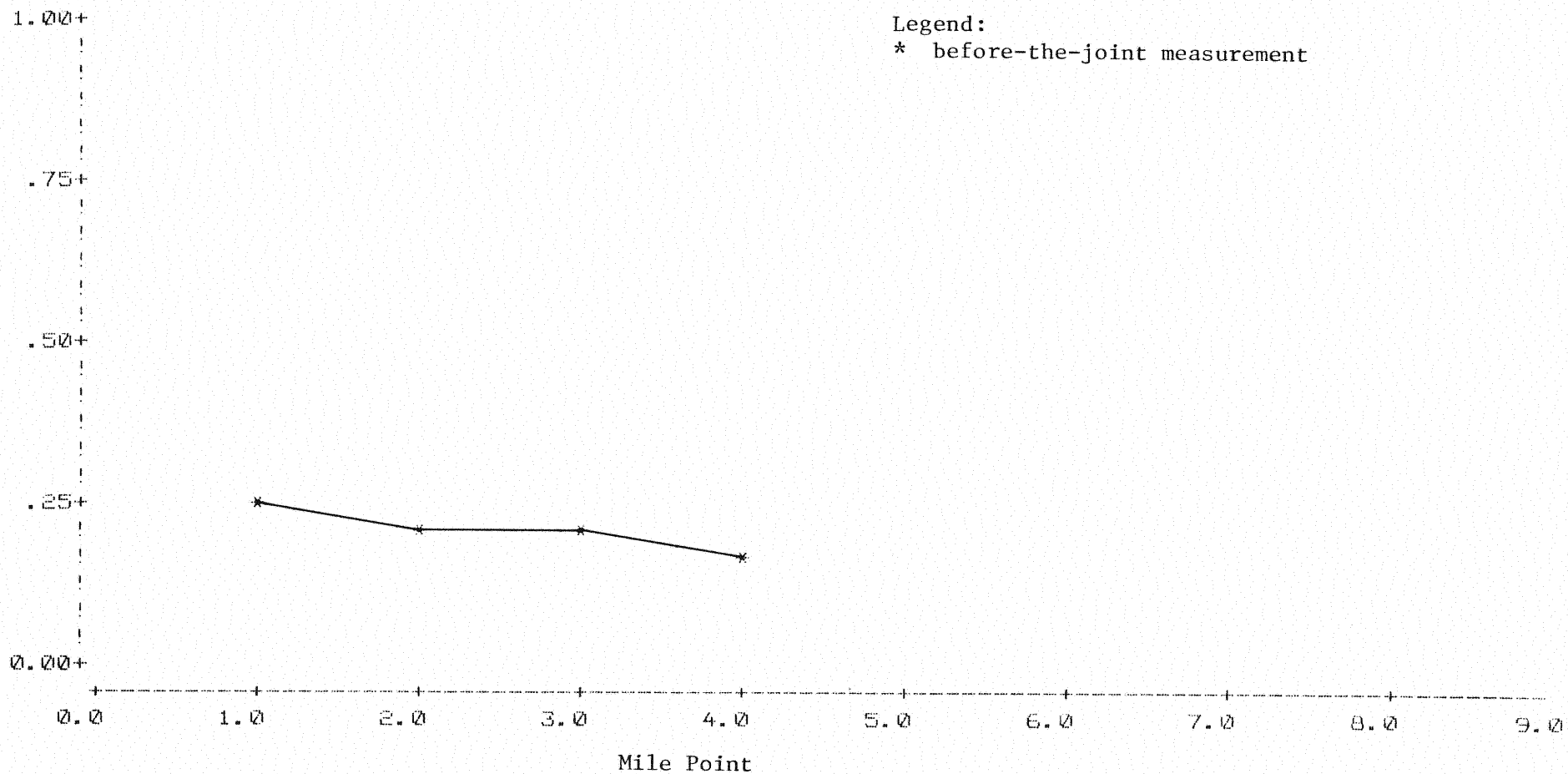
Legend:
* wheelpath measurement
+ centerline measurement



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 NB (SITE 5)P CLIENT : ODOT
LOCATION : OKLAHOMA

nsr. 5
ynafle.
easur.
Mil)

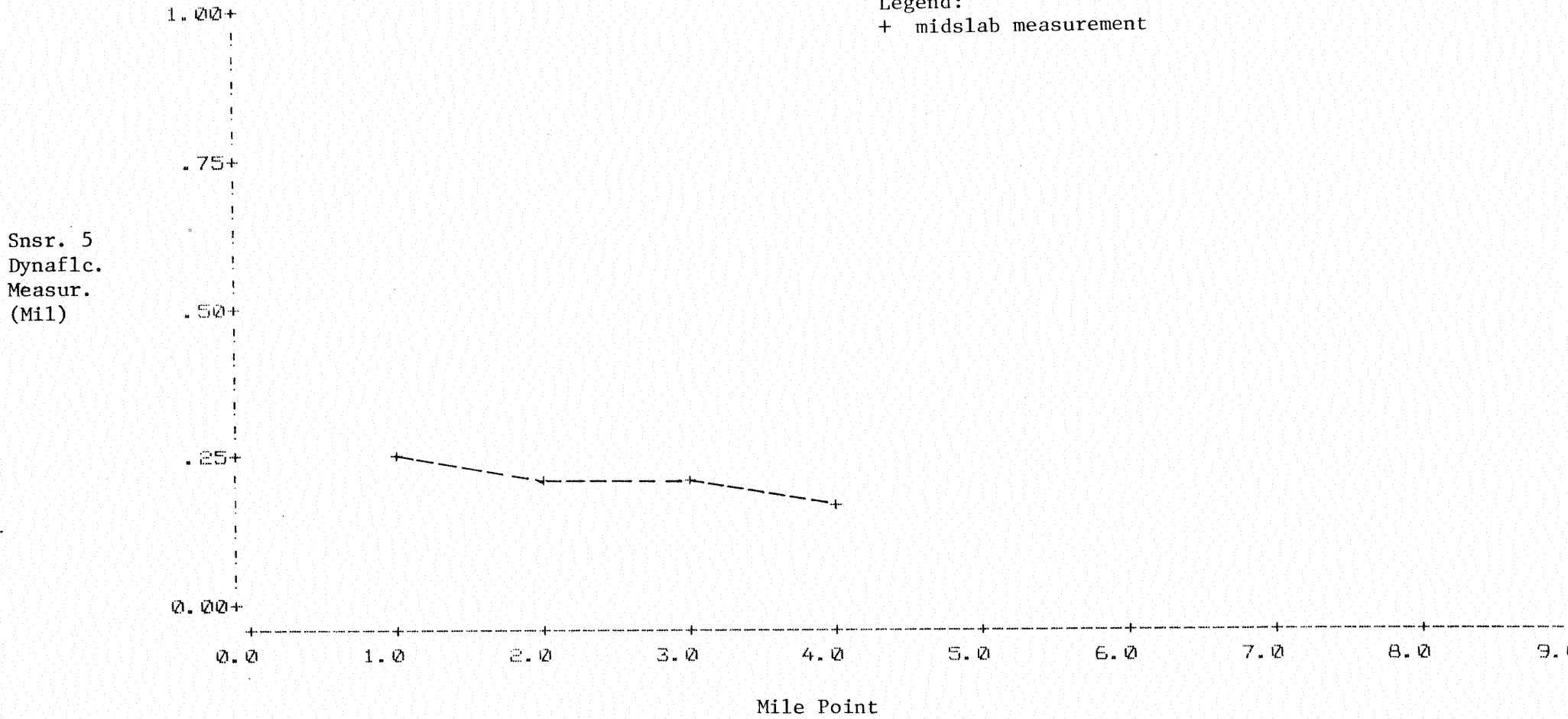


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 5)P
LOCATION : OKLAHOMA

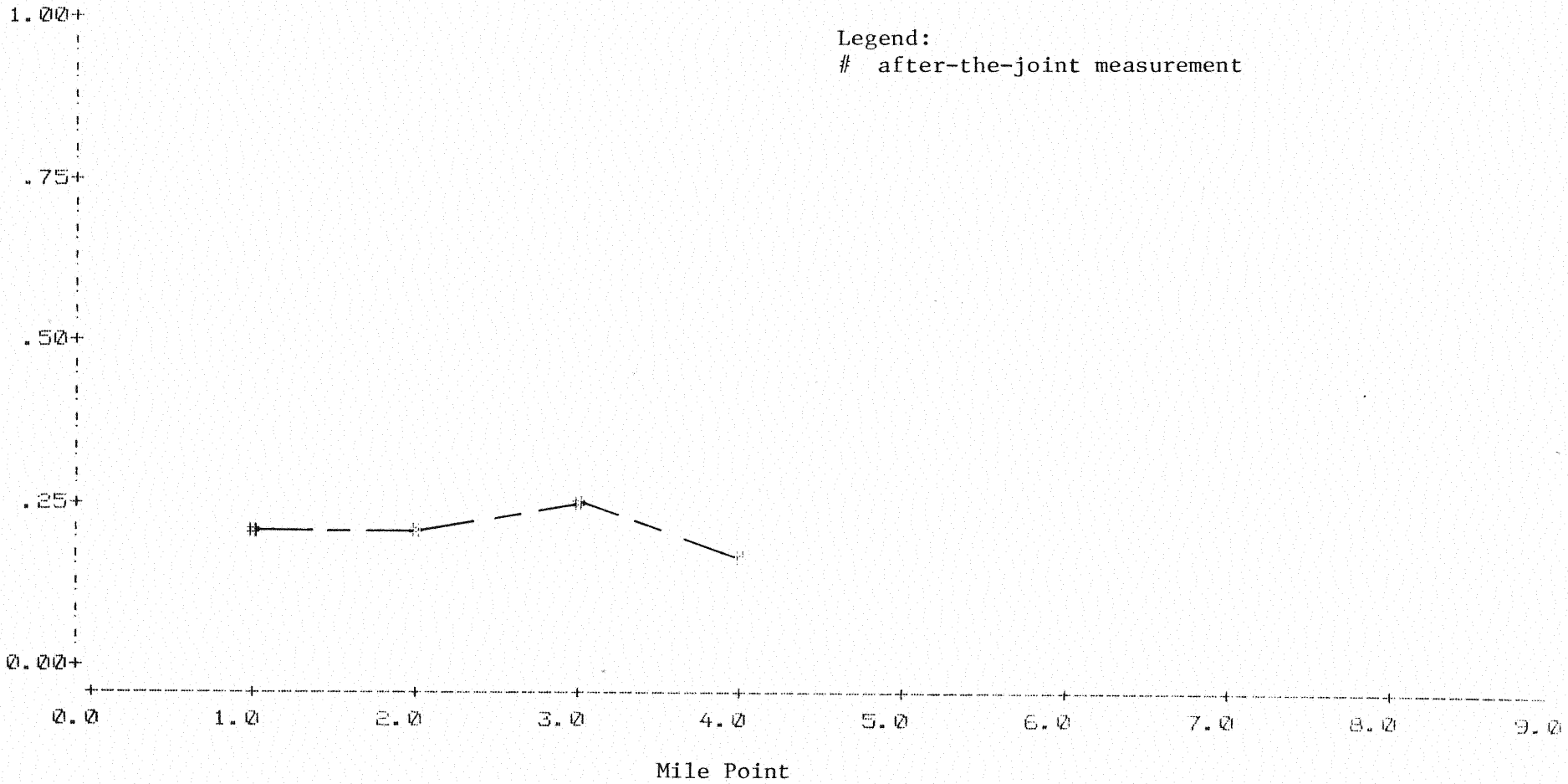
PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
+ midslab measurement



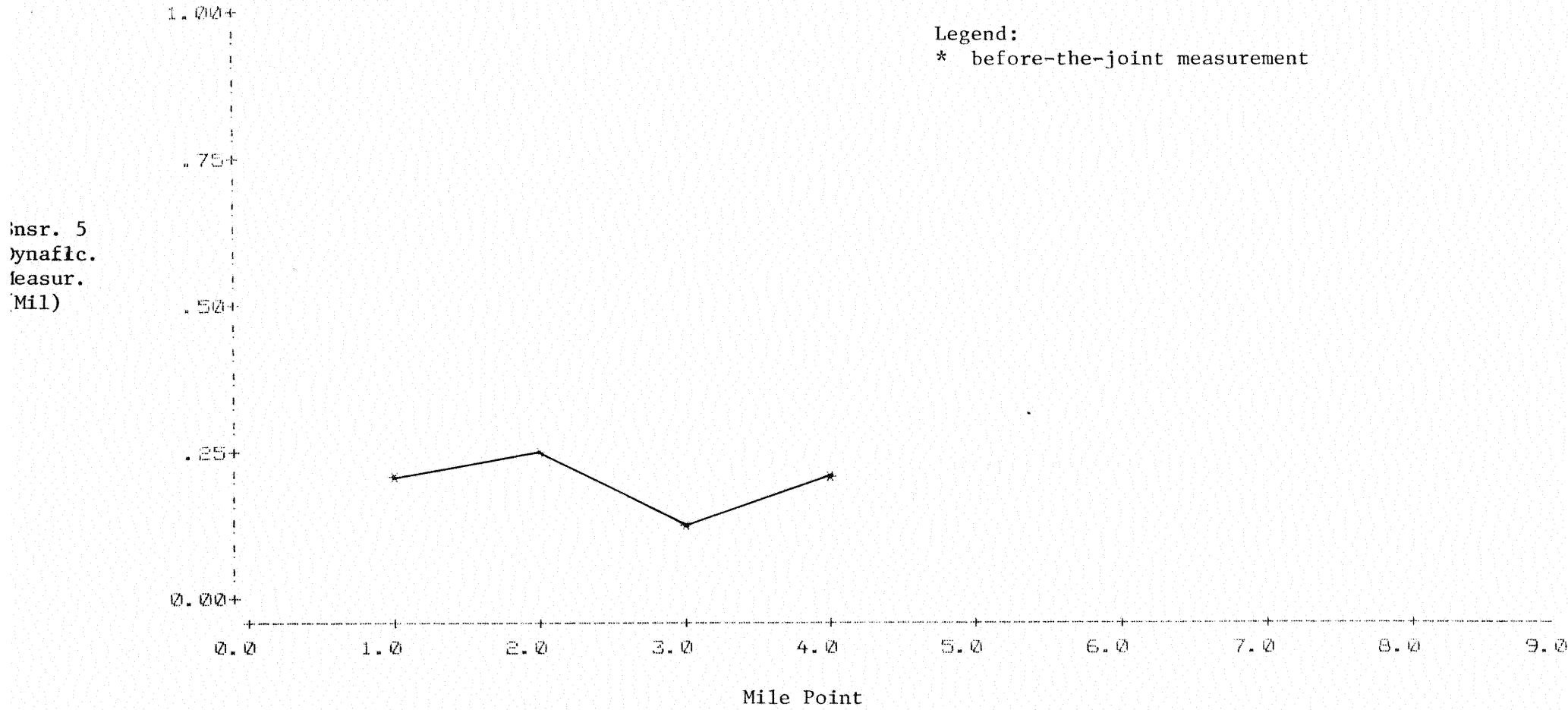
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 NB (SITE 5)P CLIENT : ODOT
LOCATION : OKLAHOMA



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 SB (SITE 5) P CLIENT : ODOT
LOCATION : OKLAHOMA

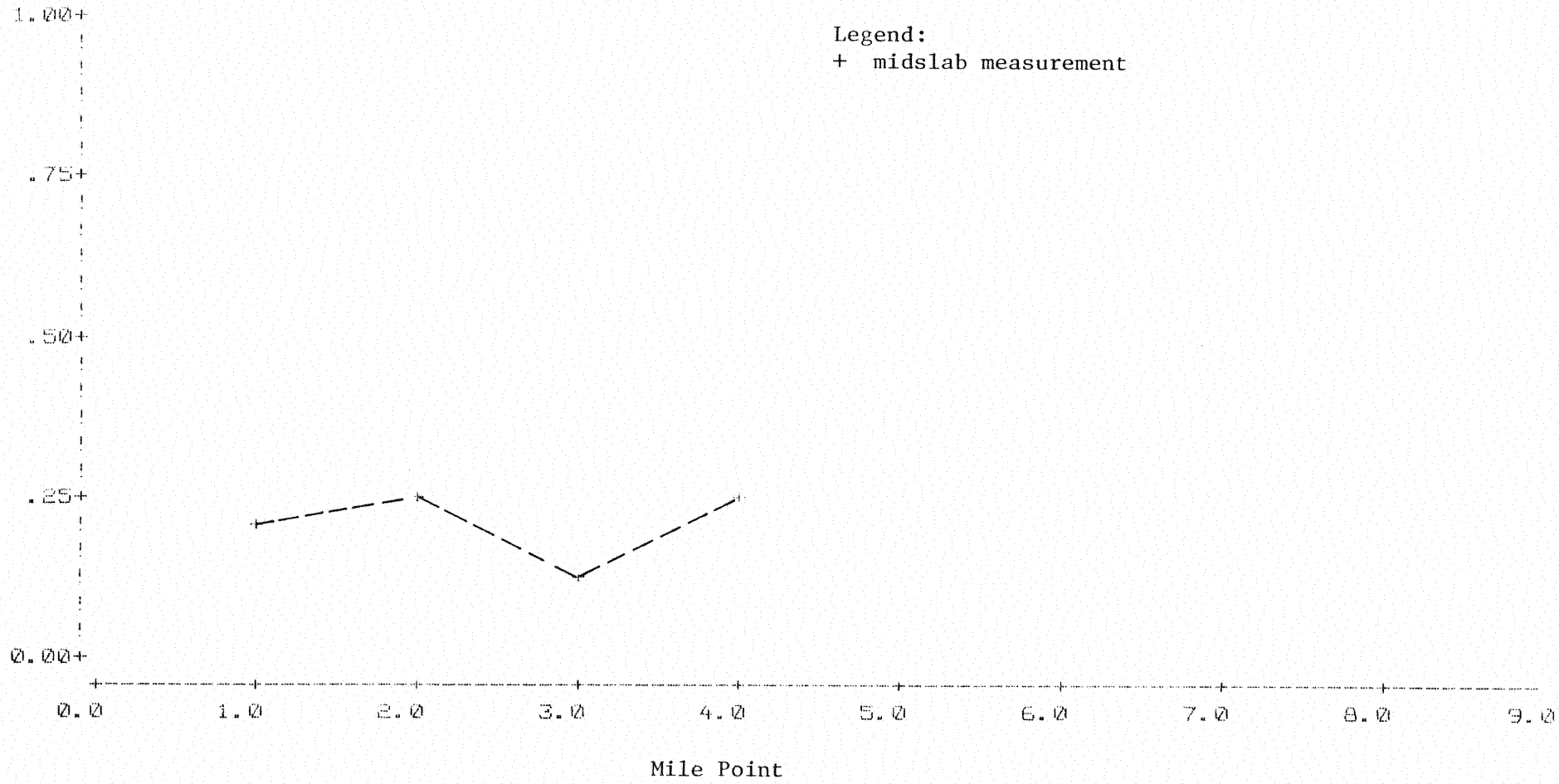


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 SB (SITE 5) P CLIENT : ODOT
LOCATION : OKLAHOMA

Snsr. 5
Dynaflec.
Measur.
(M1)

Legend:
+ midslab measurement



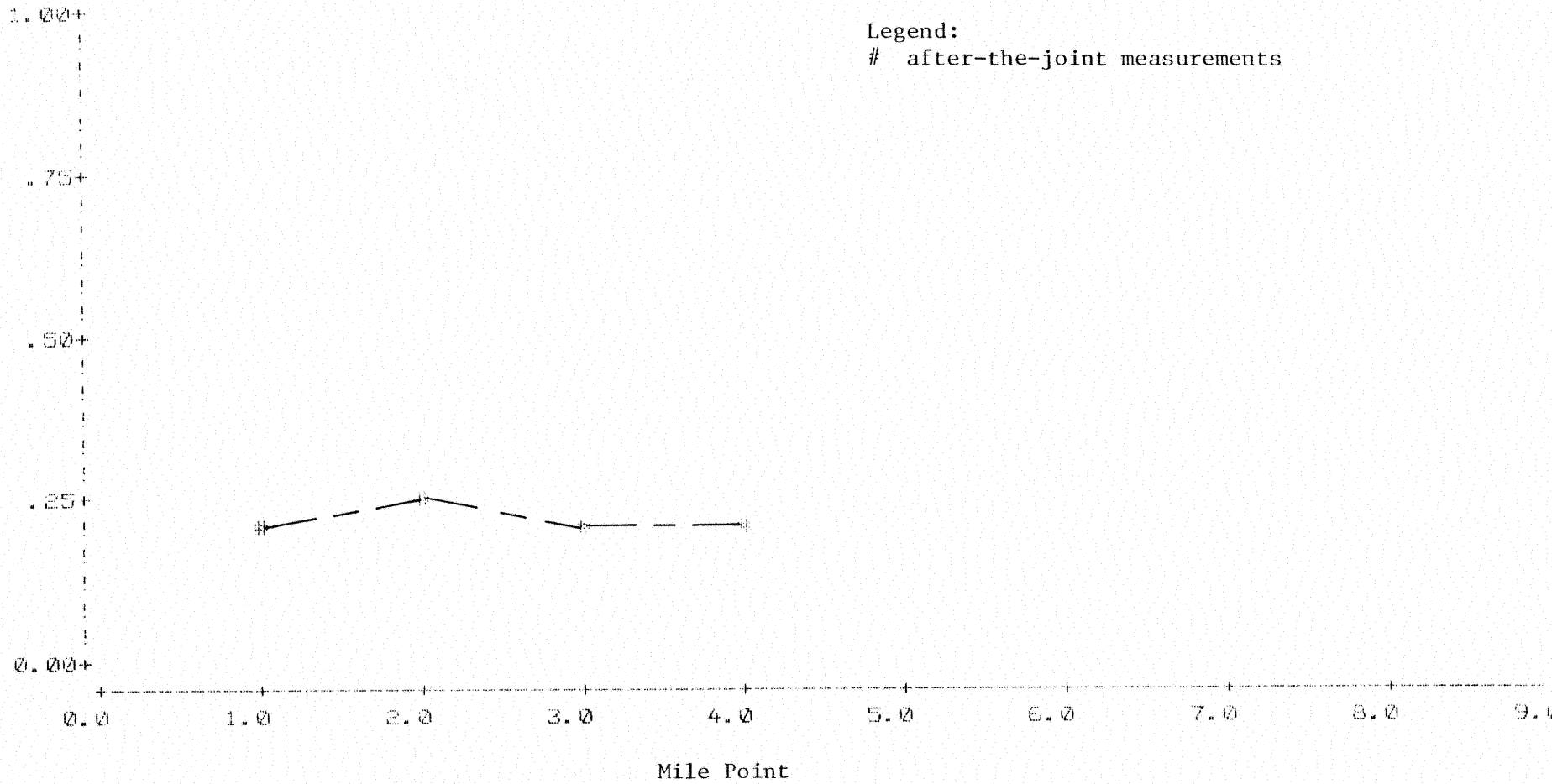
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 5) P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

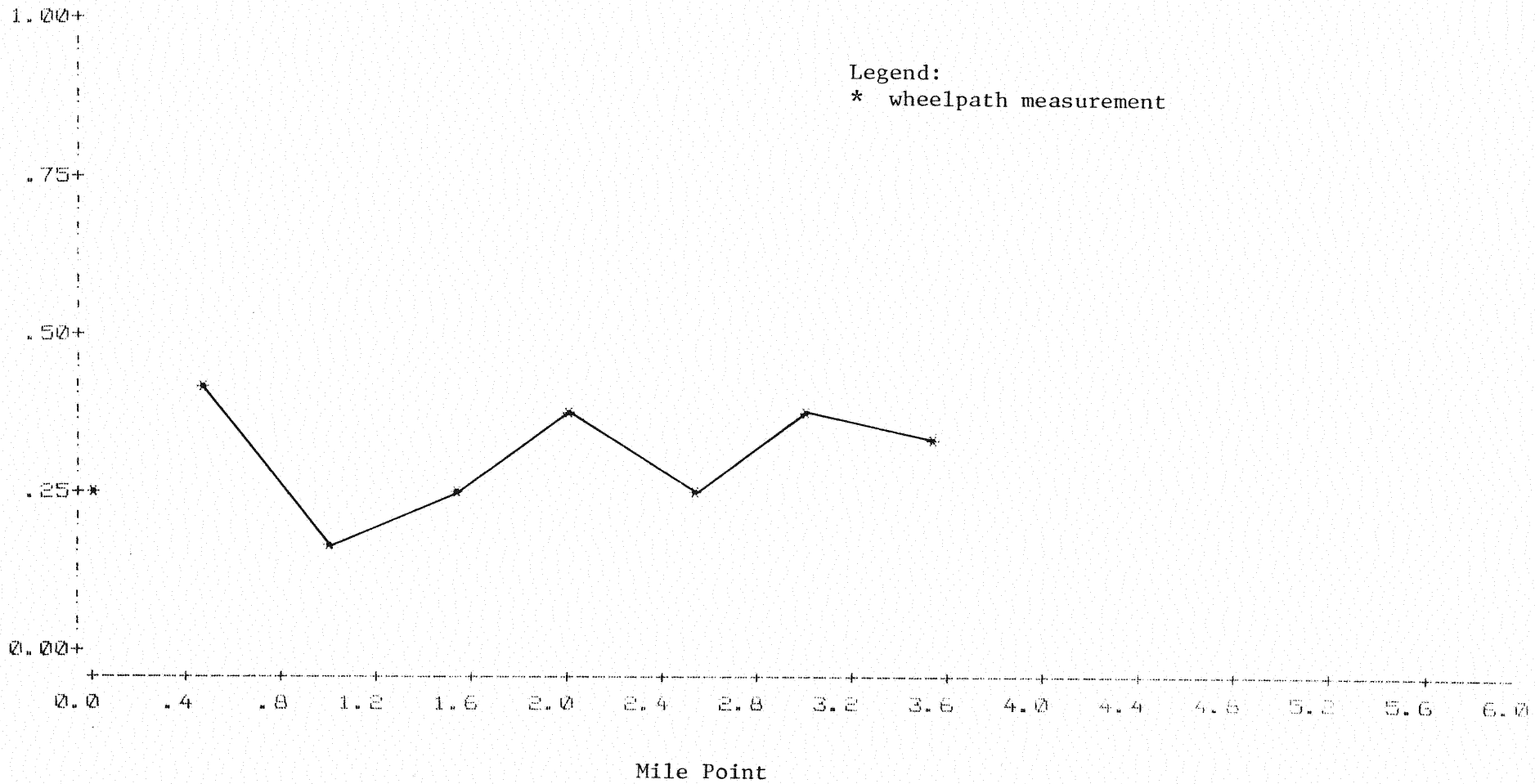
Legend:
after-the-joint measurements

Snsr. 5
Dynaflec.
Measur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-35 NB (SITE 6) CLIENT : ODOT
LOCATION : OKLAHOMA



nsr. 5
ynaflc.
easur.
Mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-75 NB (SITE 7)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

1.00+

.75+

.50+

.25+

0.00+

Legend:

* wheelpath measurement
+ centerline measurement

Snsr. 5
Dynaflec.
Measur.
(Mil)

0.0

.4

.8

1.2

1.6

2.0

2.4

2.8

3.2

3.6

4.0

4.4

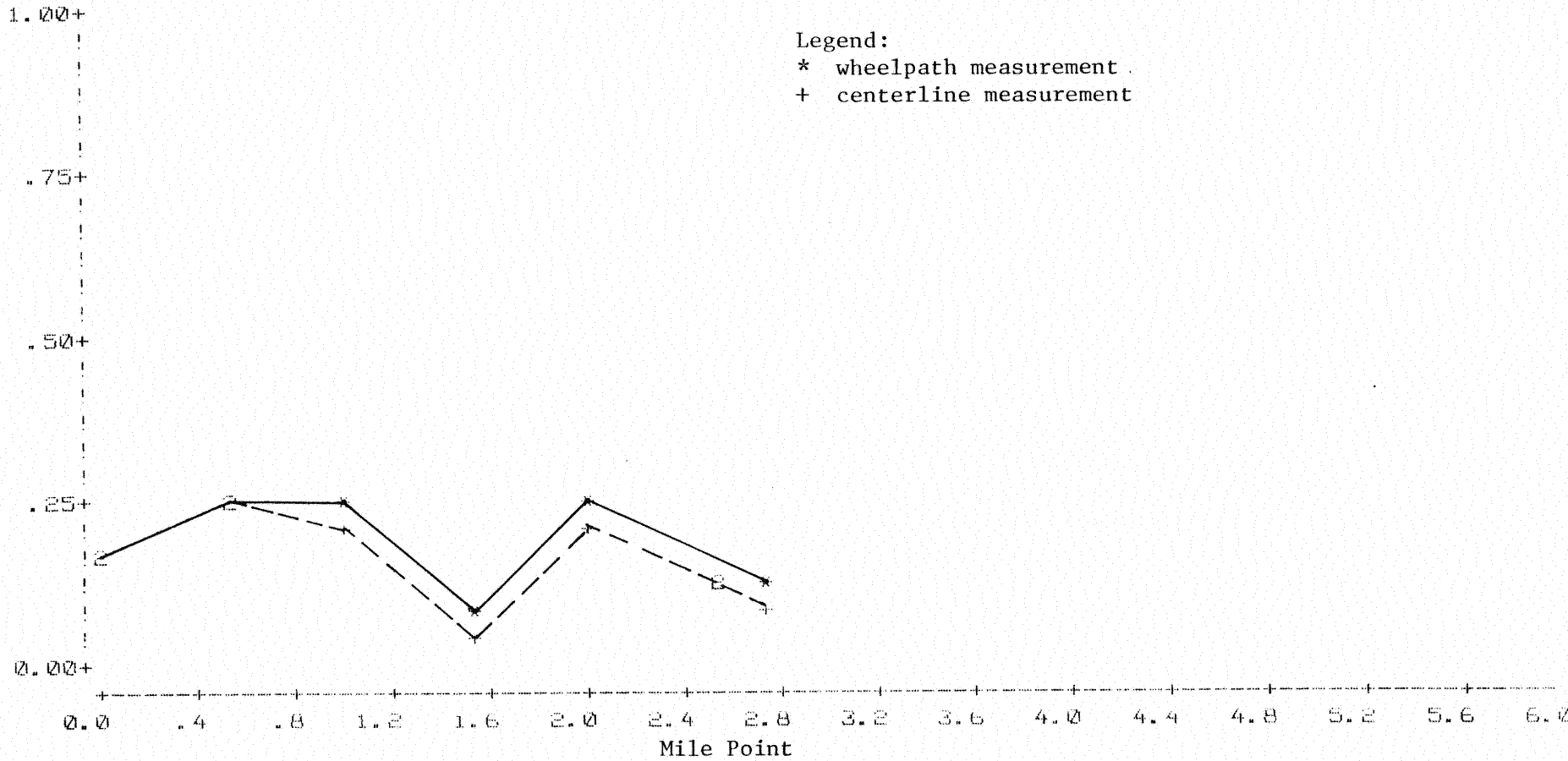
4.8

5.2

5.6

6.0

Mile Point

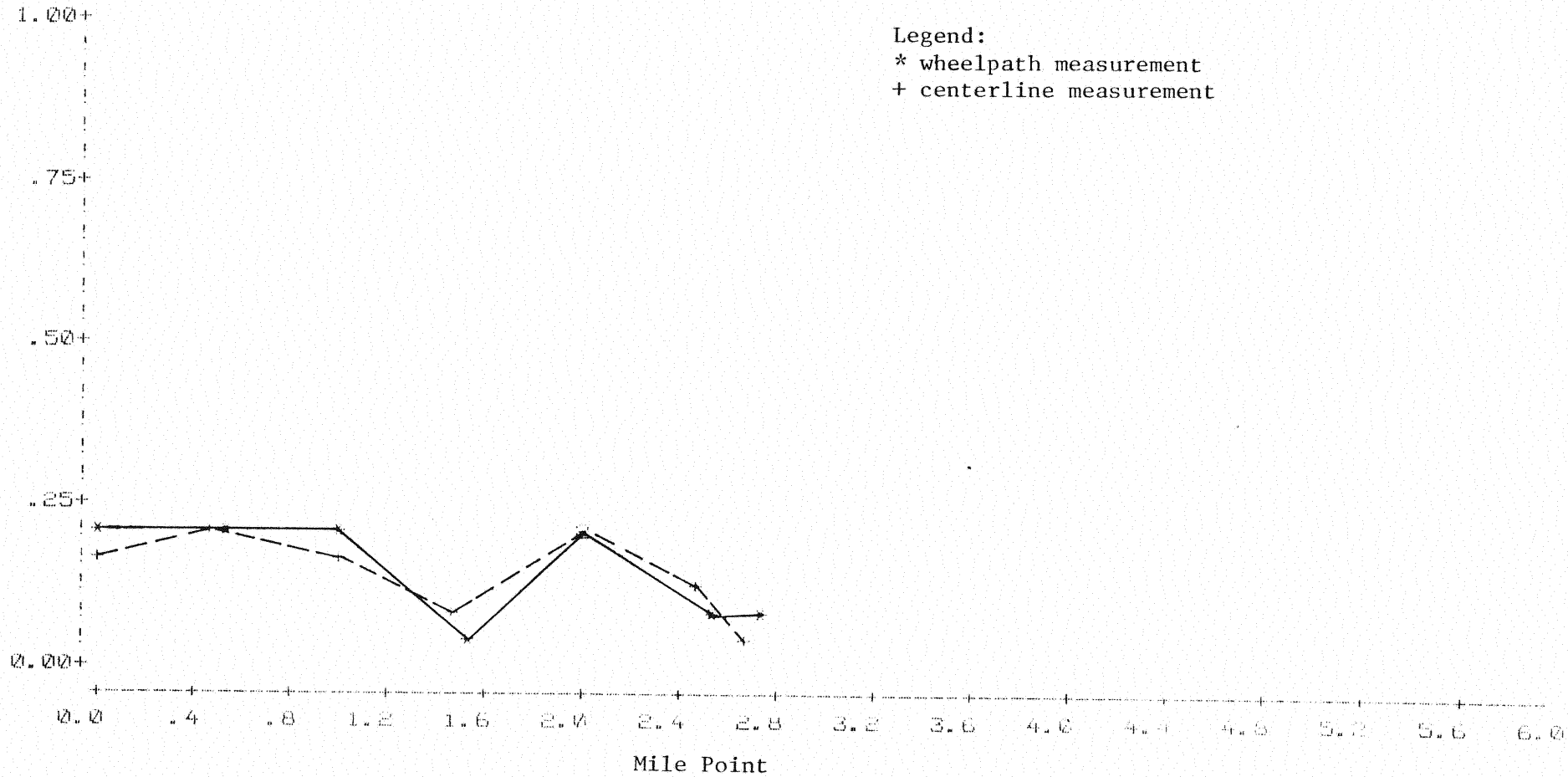


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-75 SB (SITE 7)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

nsr. 5
ynafle.
easur.
Mil)

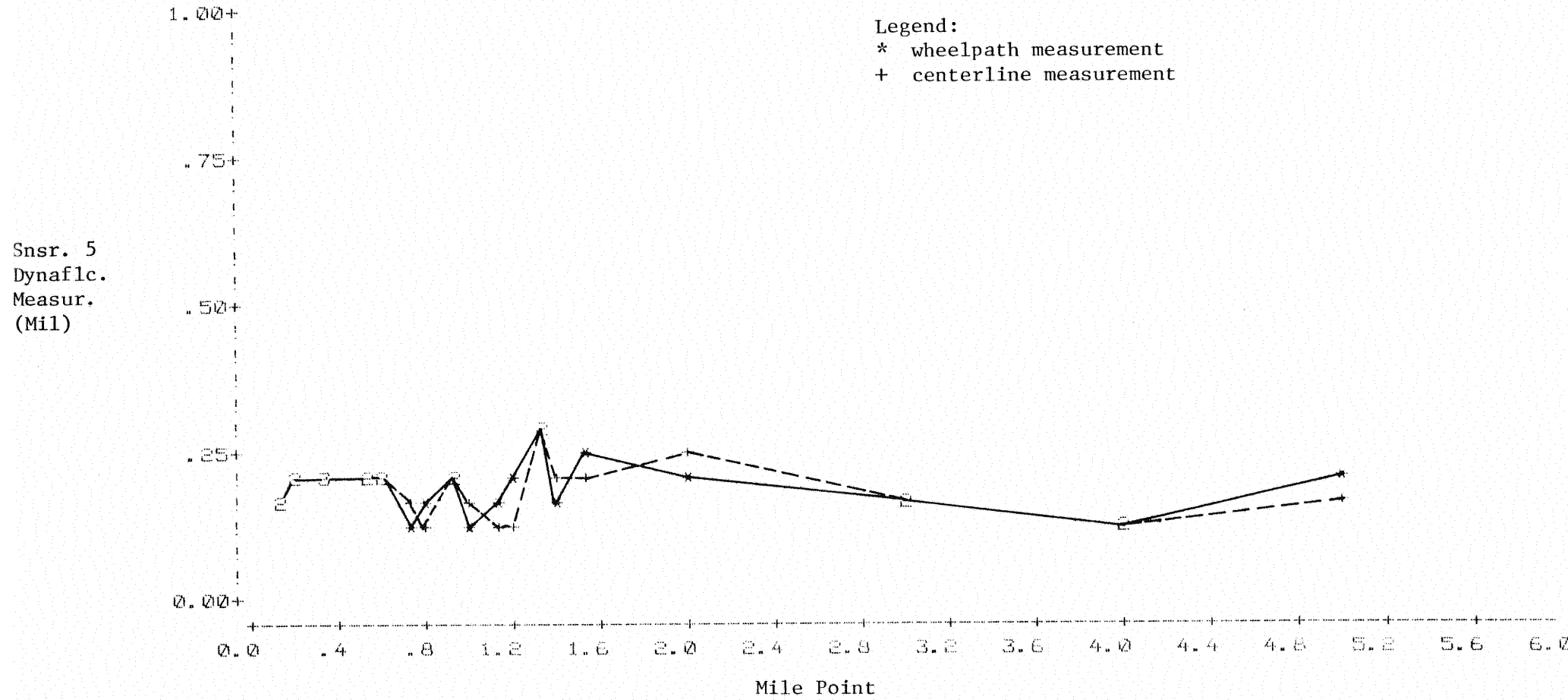


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement



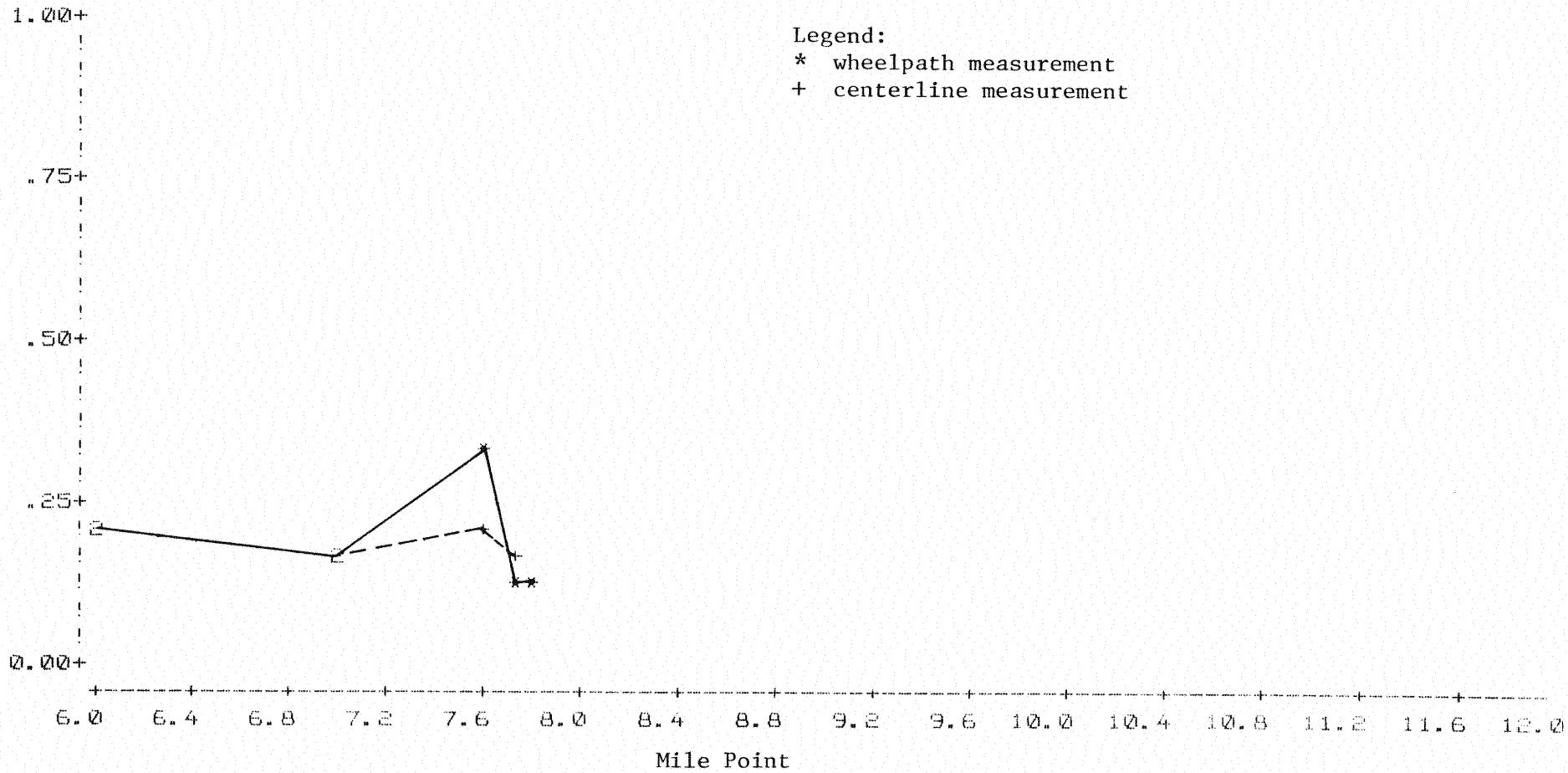
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : T0K-1
CLIENT : ODOT

Snsr. 5
Dynaflc.
Measur.
(Mil)

Legend:
* wheelpath measurement
+ centerline measurement

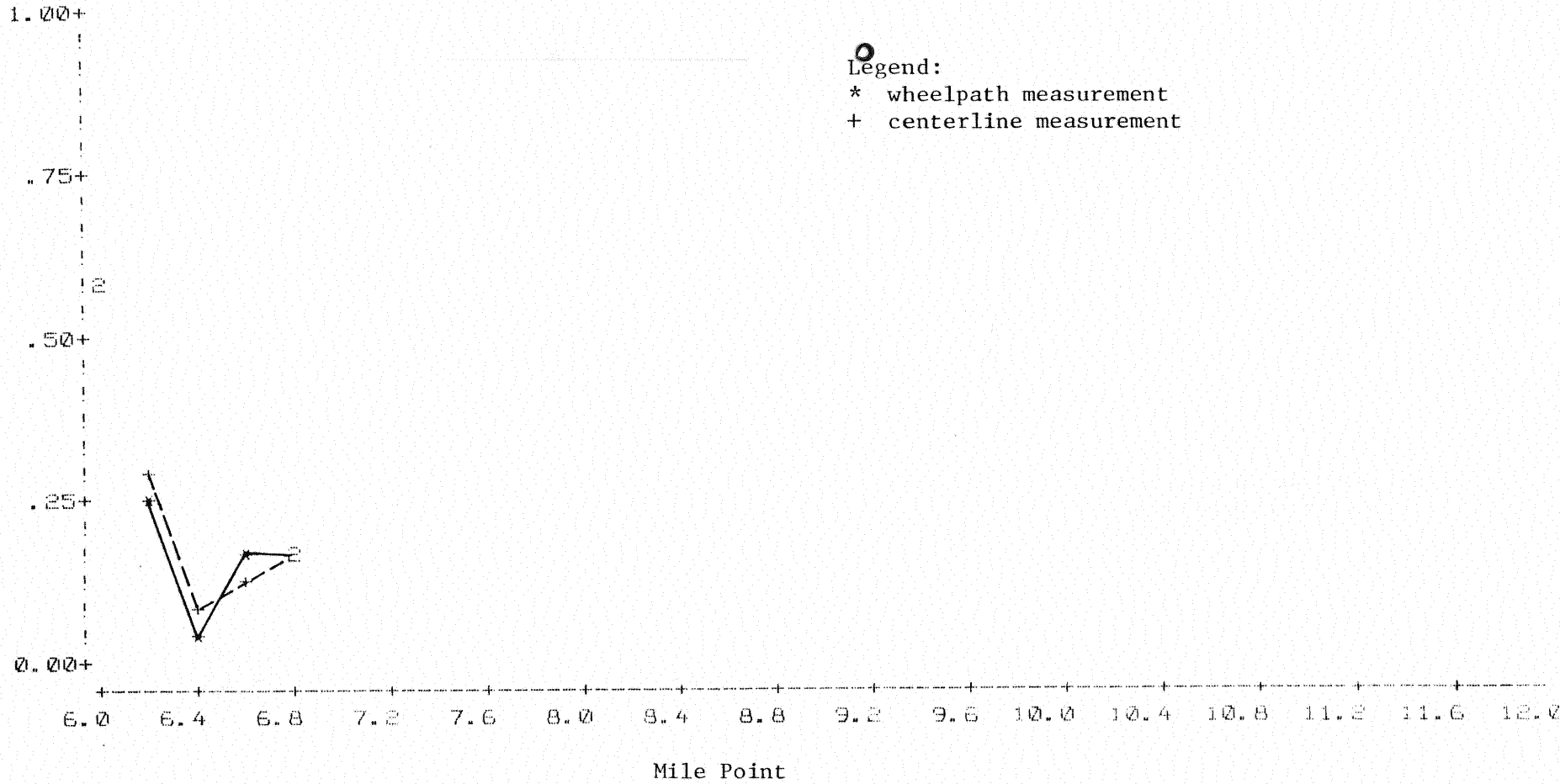


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 4)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Insr. 5
Dynaflc.
Measur.
(Mil)

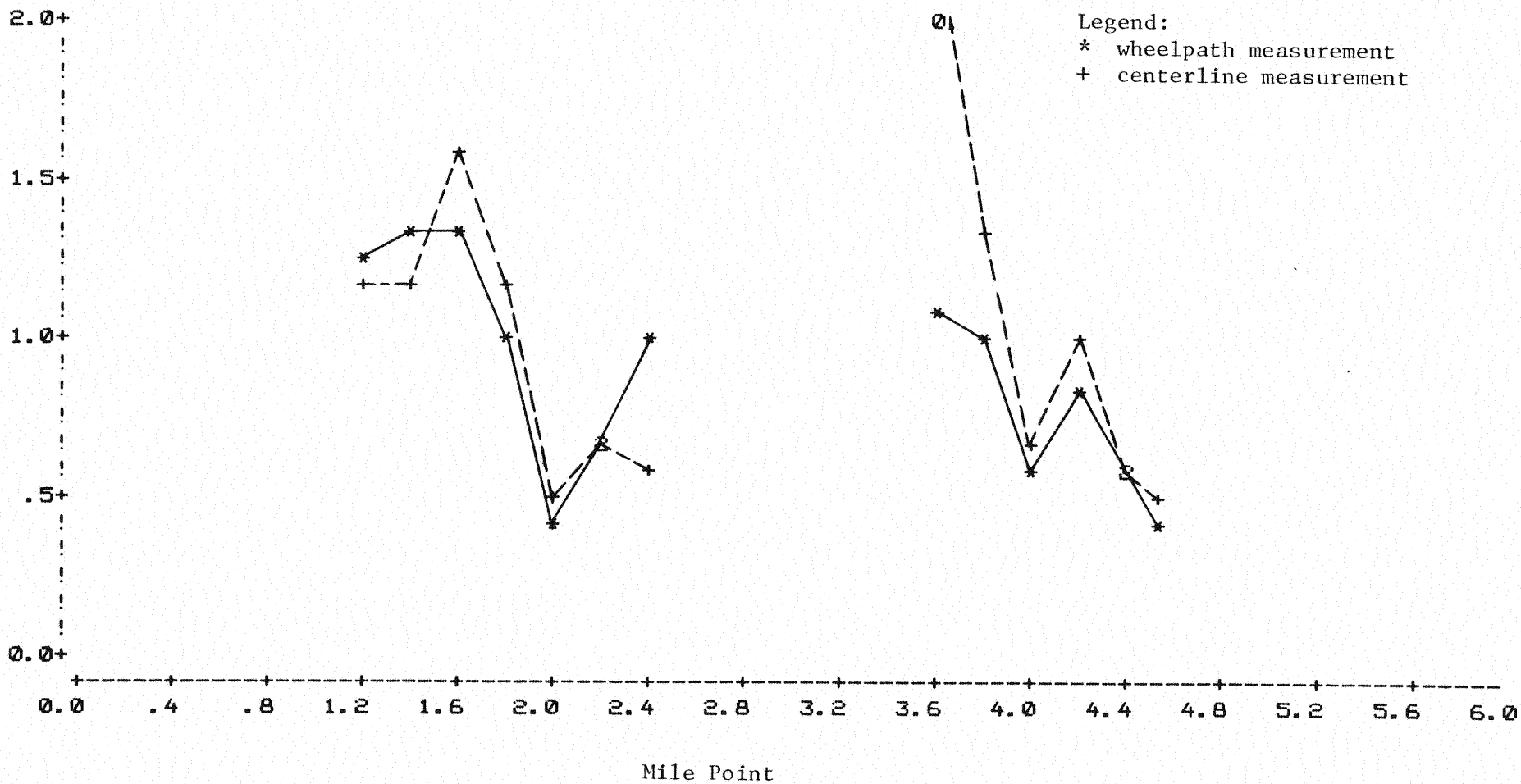


OKLAHOMA PAVEMENT EVALUATION
 DYNAFLECT MEASUREMENTS

DATE : 06/84
 PAVEMENT ID : US-69 NB (SITE 2)
 LOCATION : OKLAHOMA

PROJECT NO : TOK-1
 CLIENT : ODOT

Sensr. 1
 Dynaflec.
 Measur.
 (Mil)

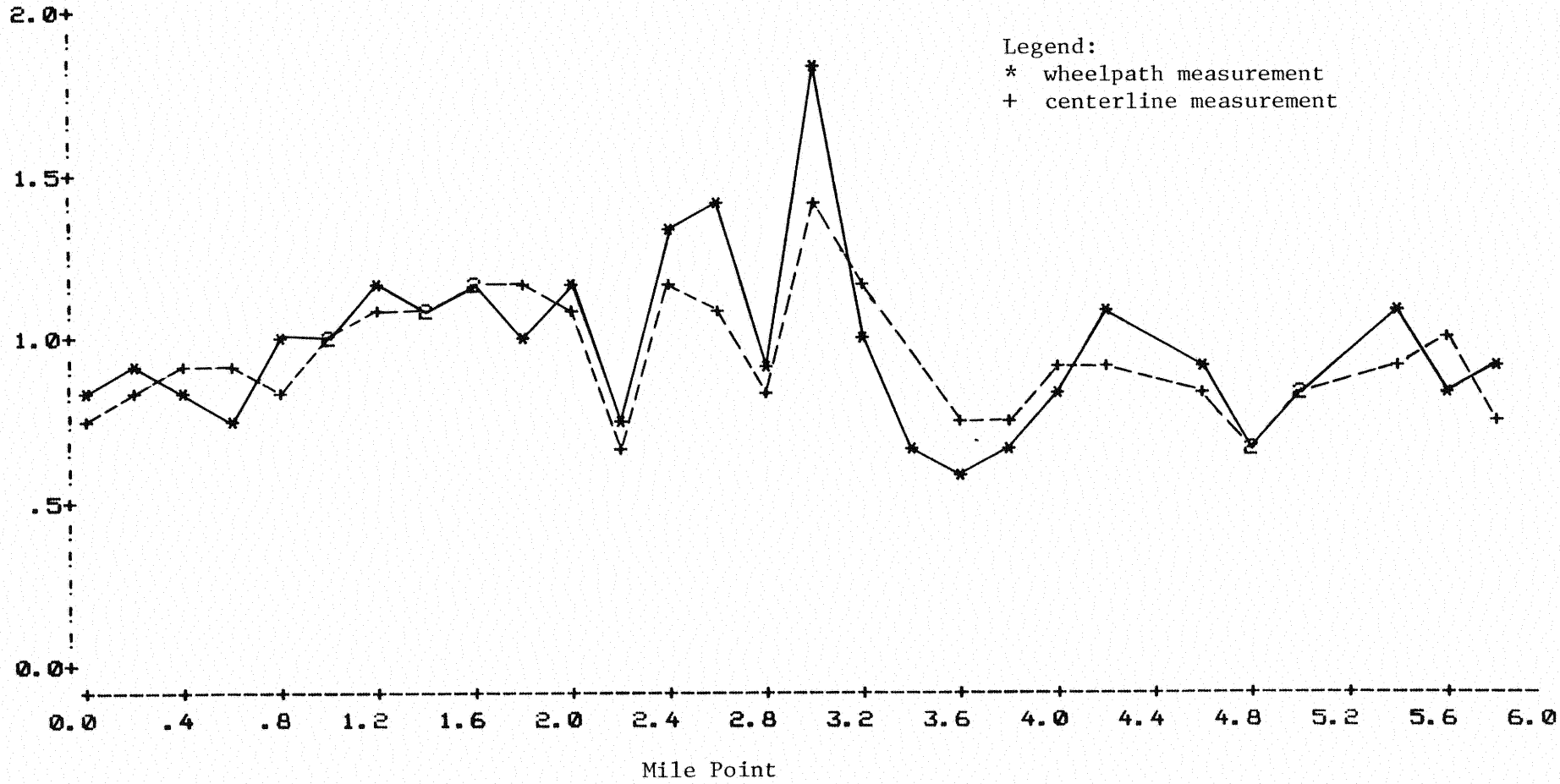


OKLAHOMA PAVEMENT EVALUATION

DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 4)
LOCATION : OKLAHOMA

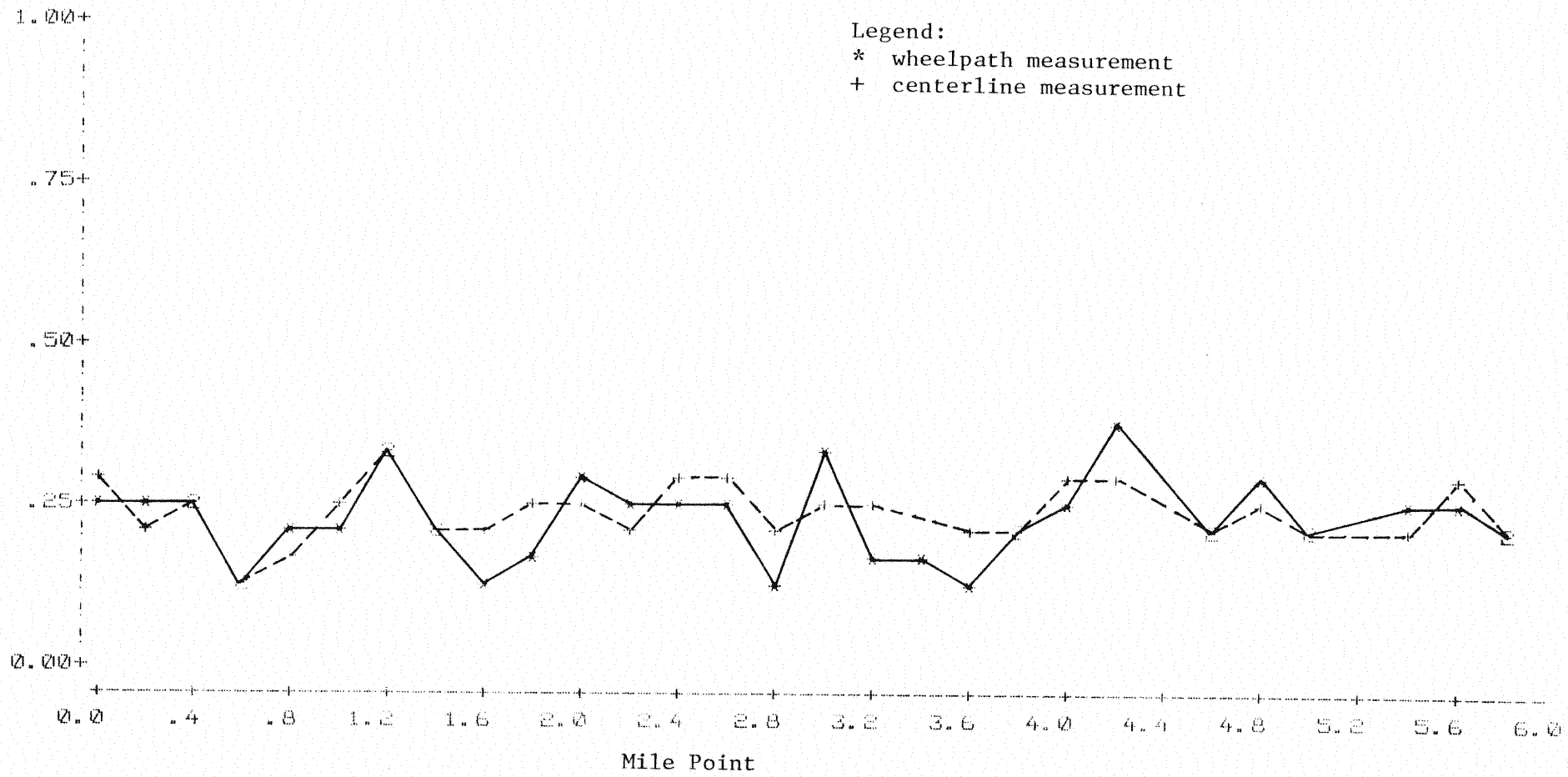
PROJECT NO : TOK-1
CLIENT : ODOT



OKLAHOMA PAVEMENT EVALUATION
 DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
 PAVEMENT ID : US-69 SB (SITE 4) CLIENT : ODOT
 LOCATION : OKLAHOMA

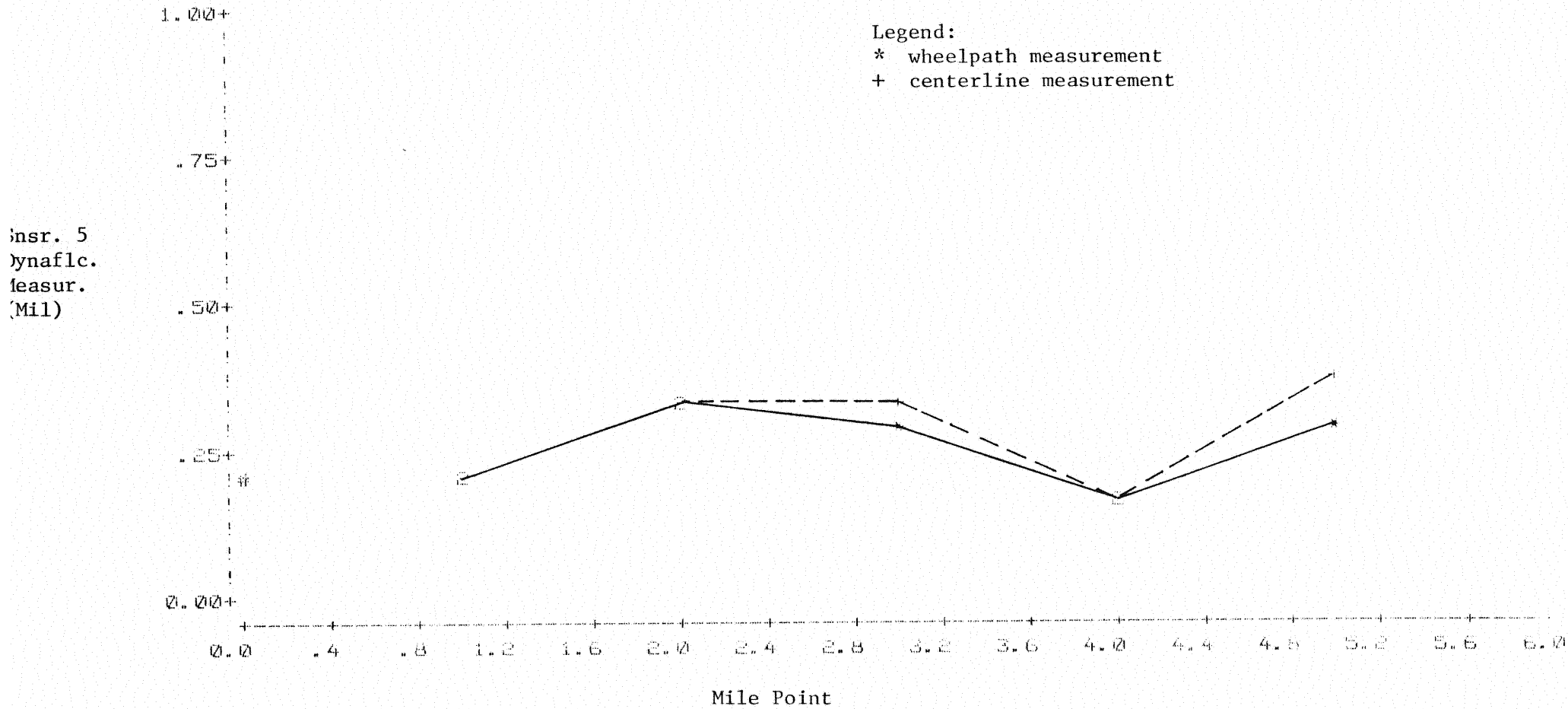
nsr. 5
 ynaflc.
 easur.
 M11)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT



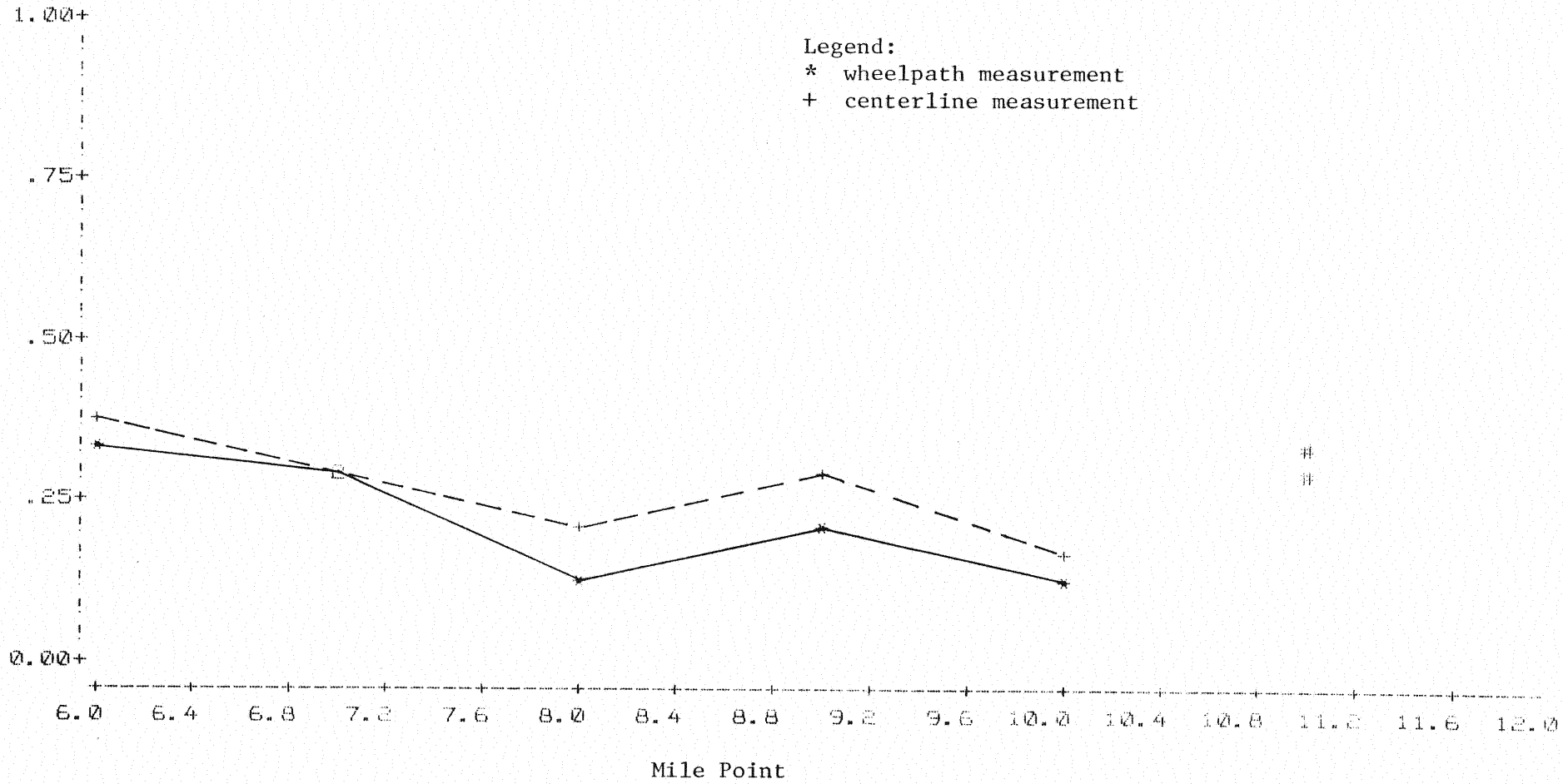
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Snsr. 5
Dynaflc.
Measur.
(Mil)

Legend:
* wheelpath measurement
+ centerline measurement

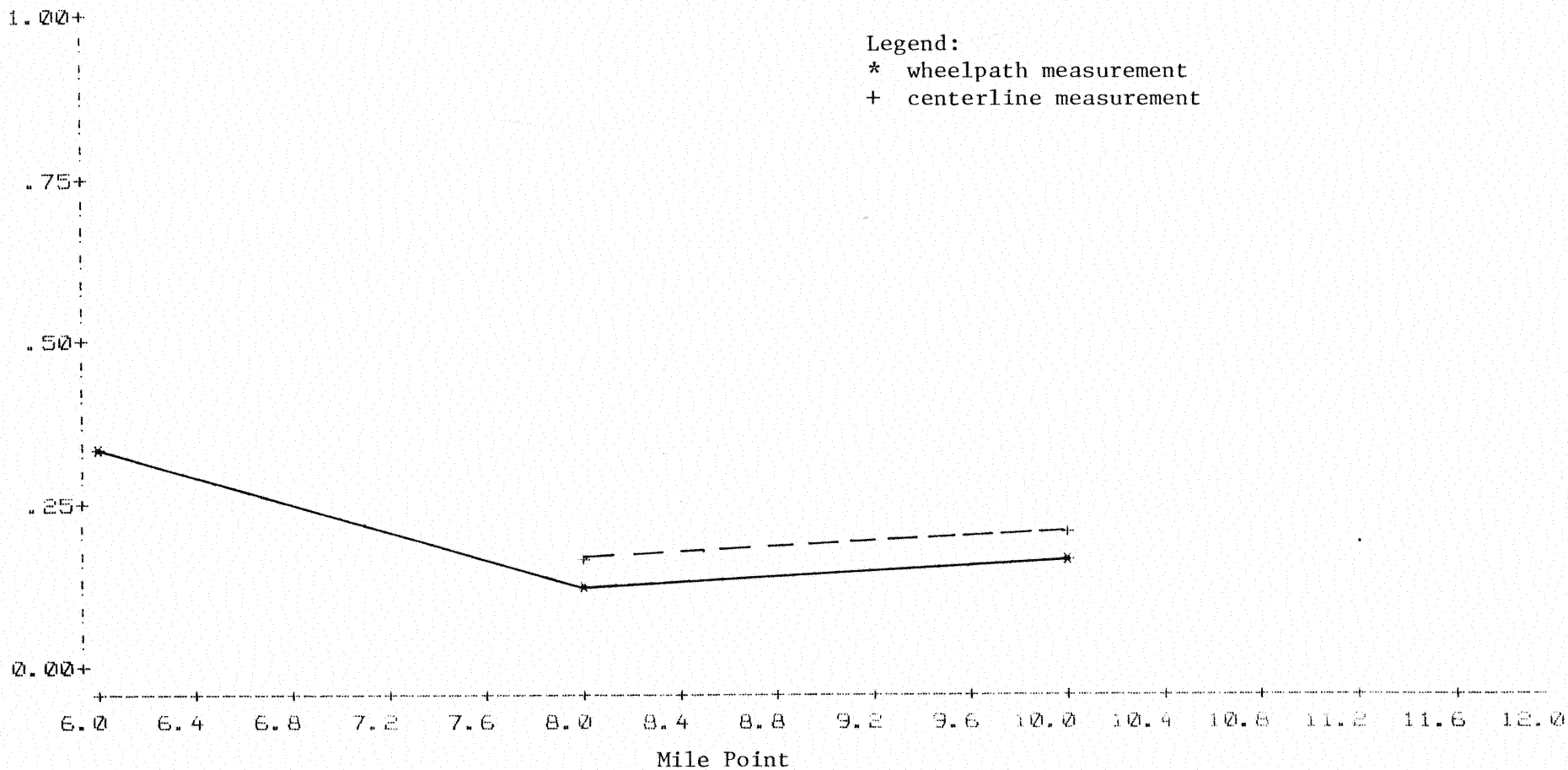


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 SB (SITE 8)
LOCATION : OKLAHOMA

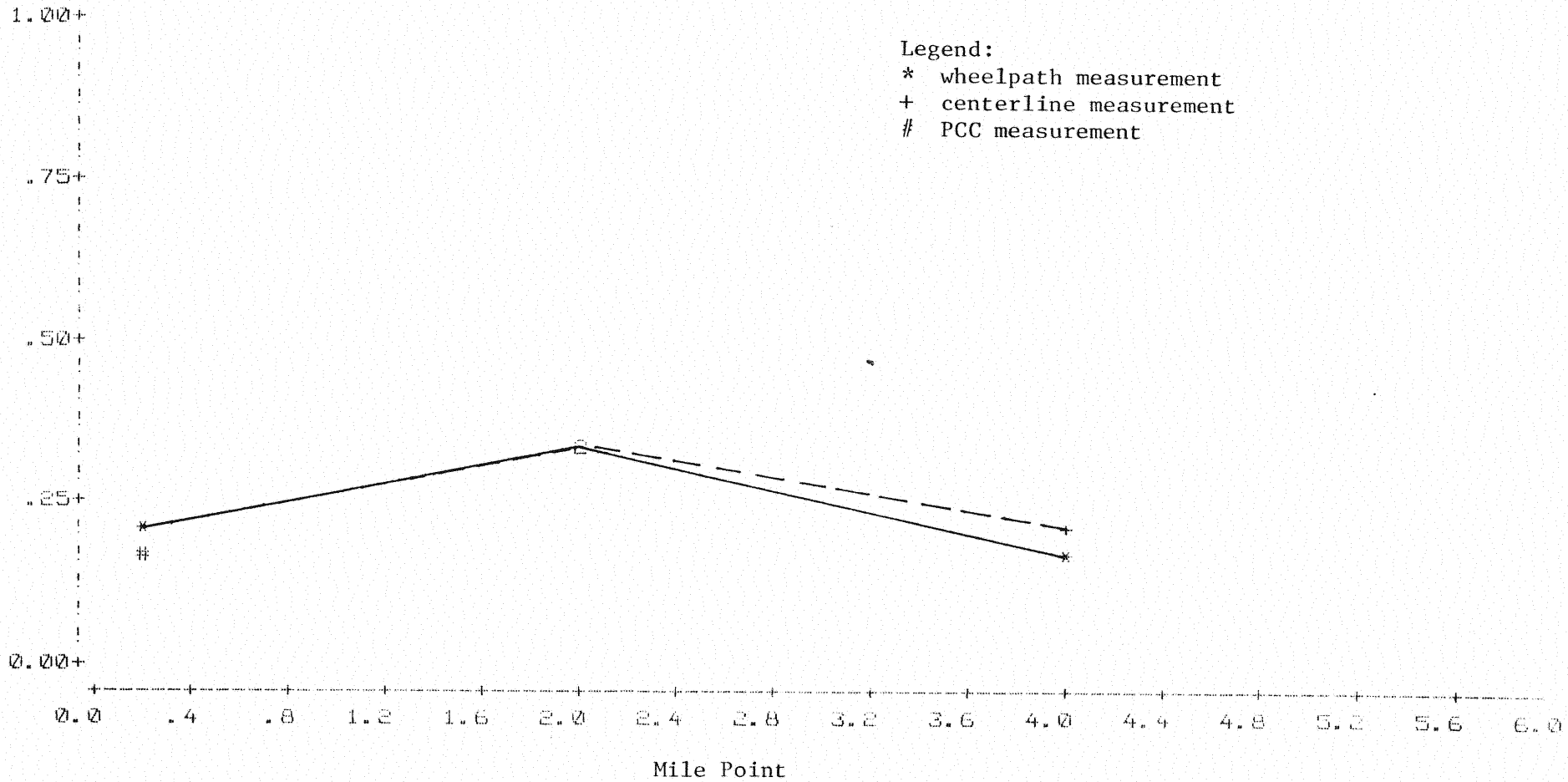
PROJECT NO : TOK-1
CLIENT : ODOT

insr. 5
dynaflec.
featur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-35 SB (SITE 8) CLIENT : ODOT
LOCATION : OKLAHOMA



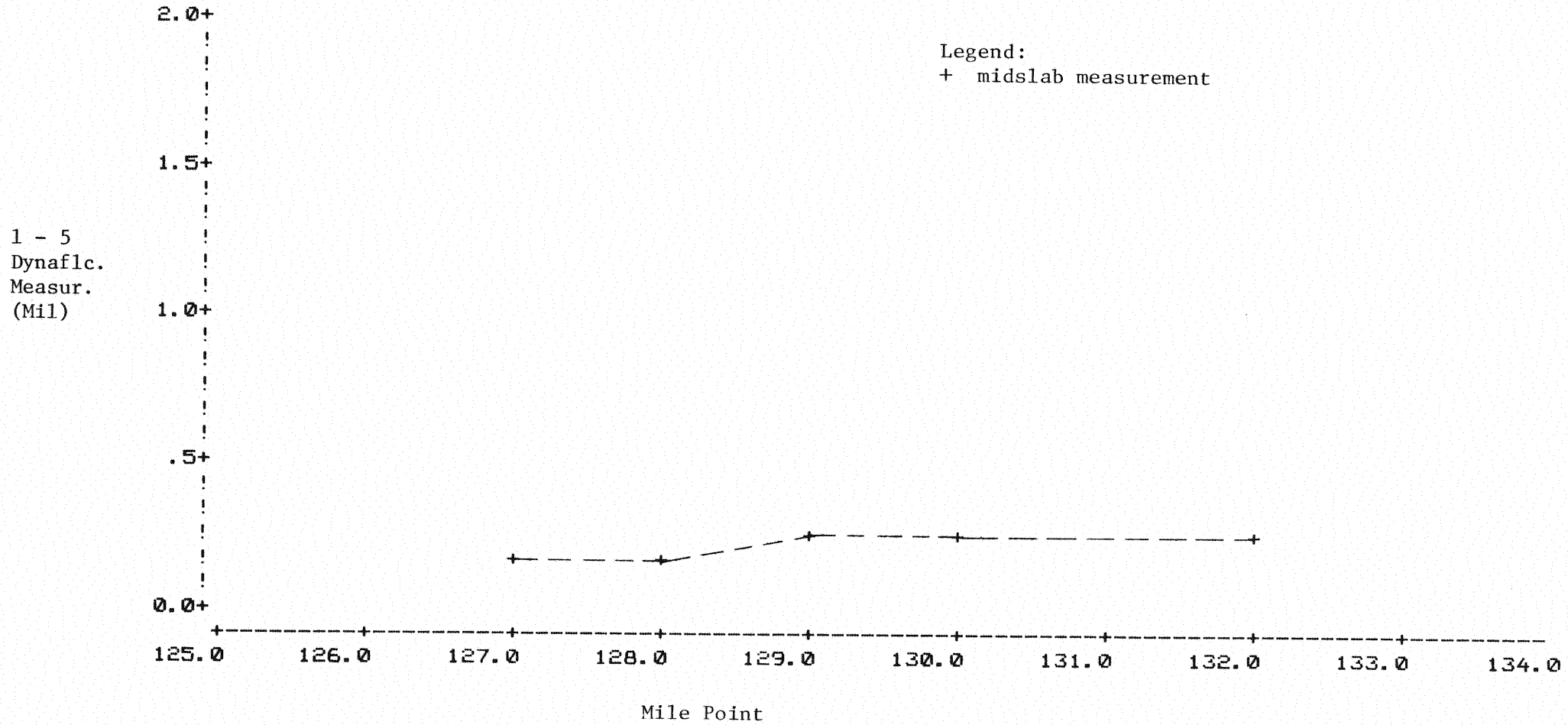
nsr. 5
ynaflc.
easur.
Mil)

VARIATION OF SLOPE WITH DISTANCE

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

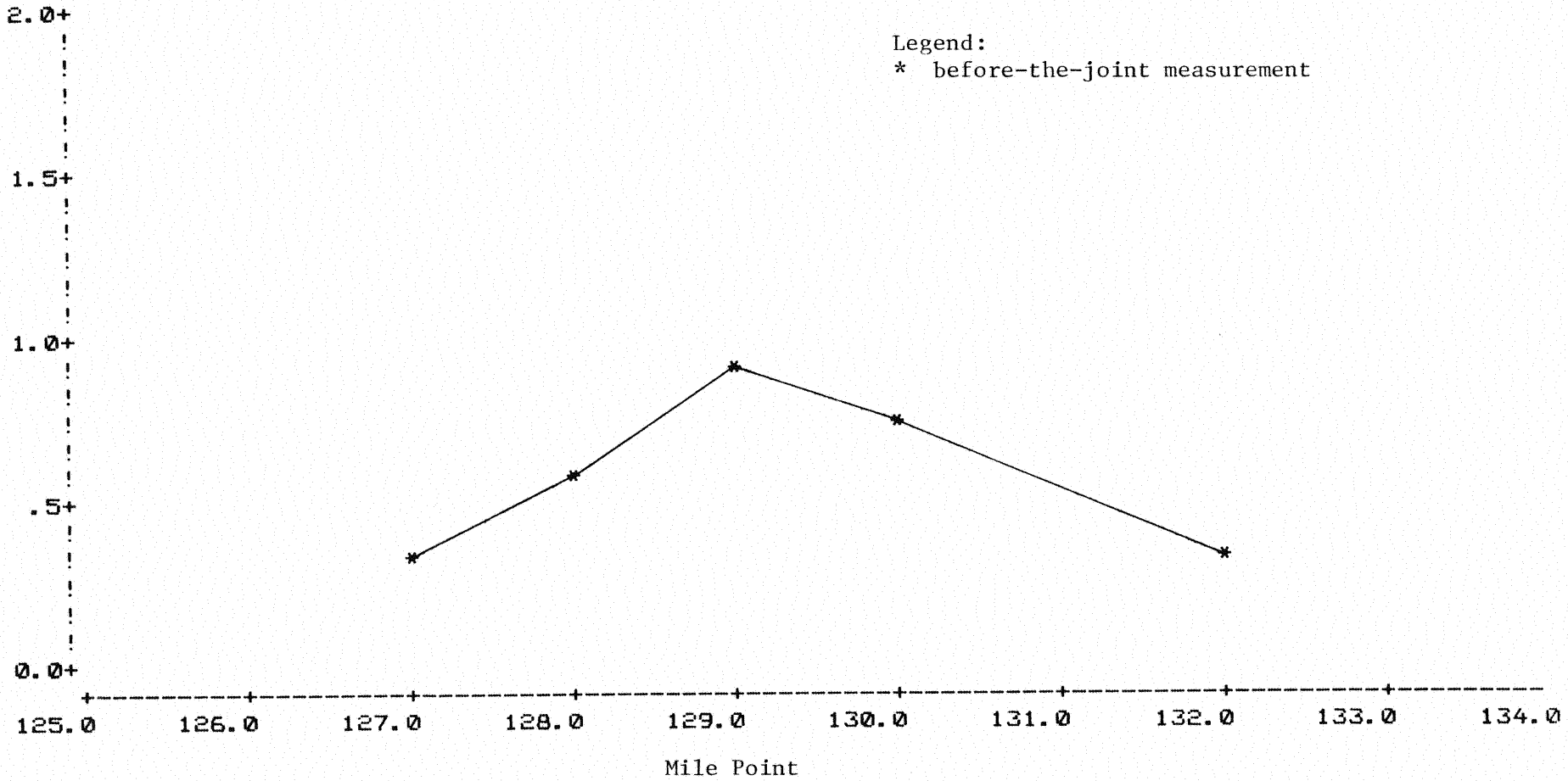


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 1)P
LOCATION : OKLAHOMA

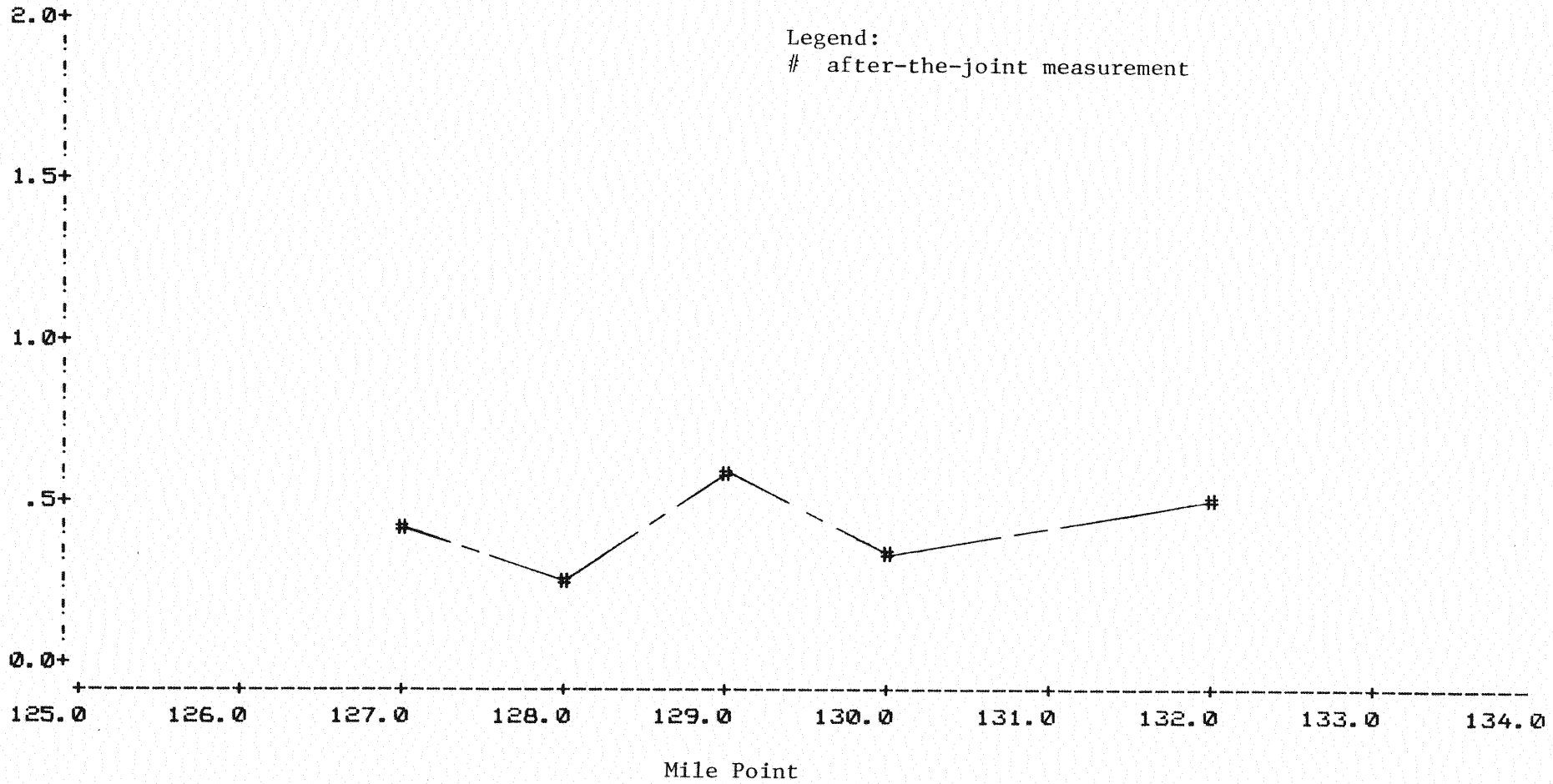
PROJECT NO : TOK-1
CLIENT : ODOT

L - 5
dynaflec.
measur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 EB (SITE 1) P CLIENT : ODOT
LOCATION : OKLAHOMA



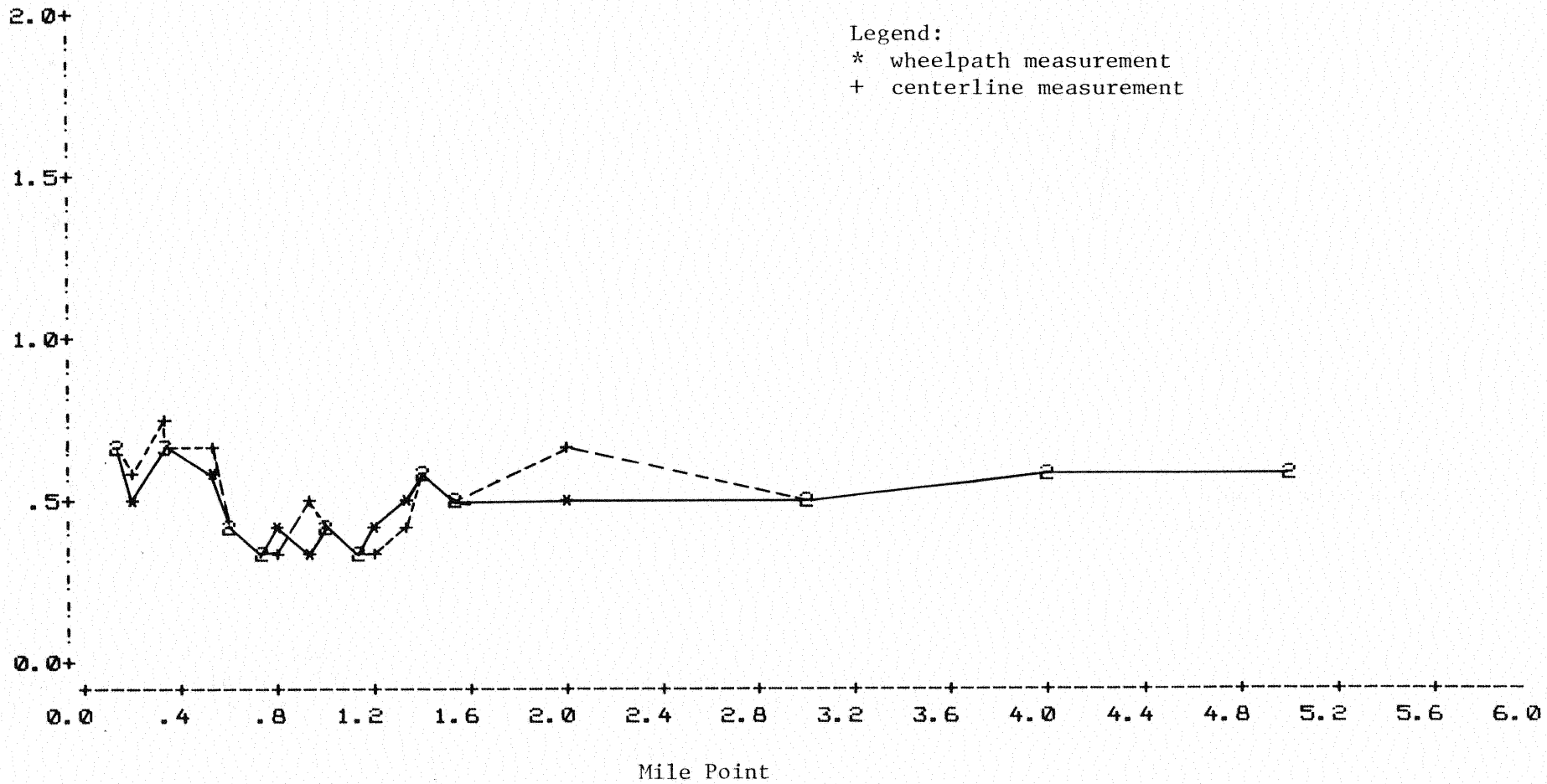
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dynaflect.
measur.
(mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

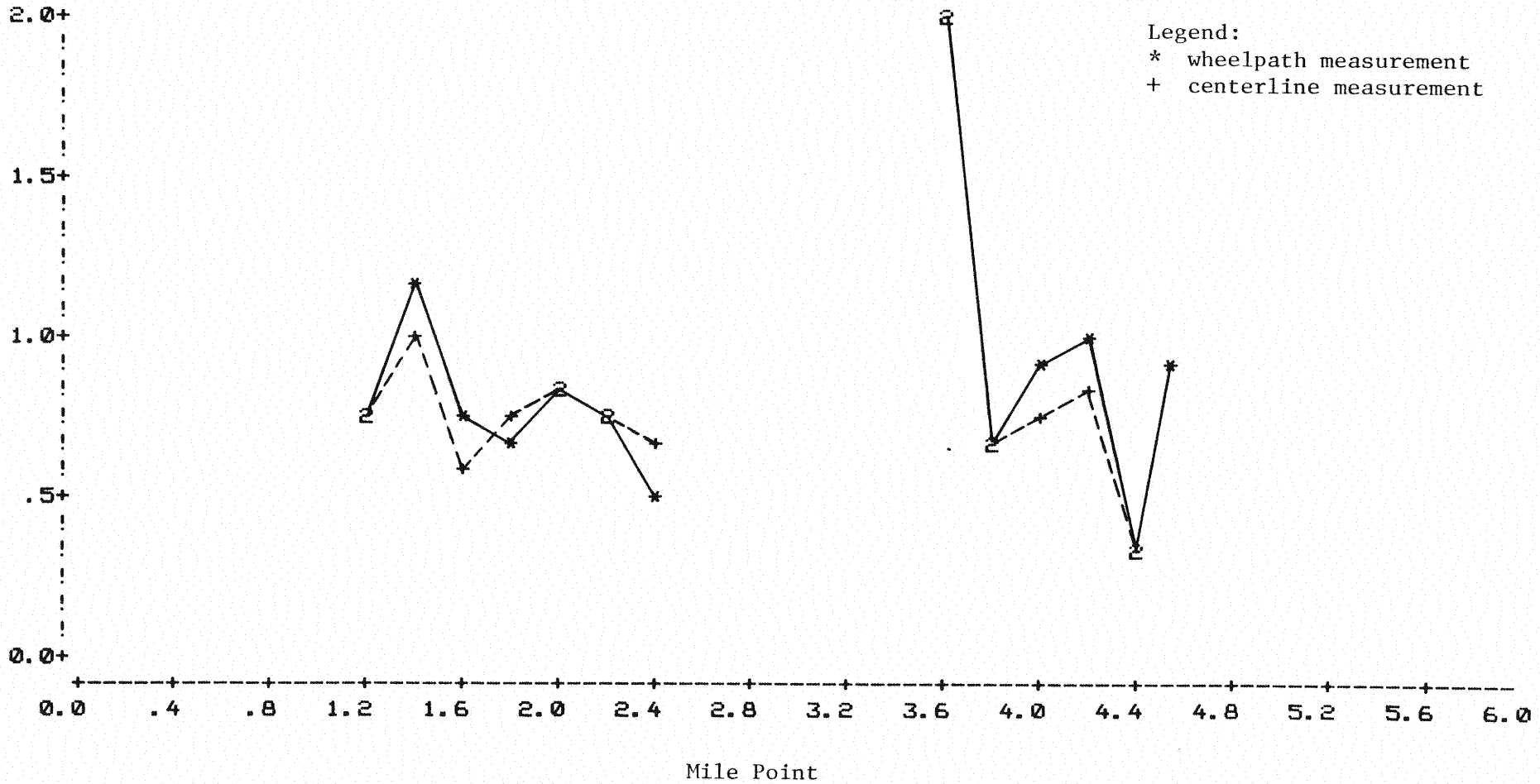
Legend:
* wheelpath measurement
+ centerline measurement



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 2)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

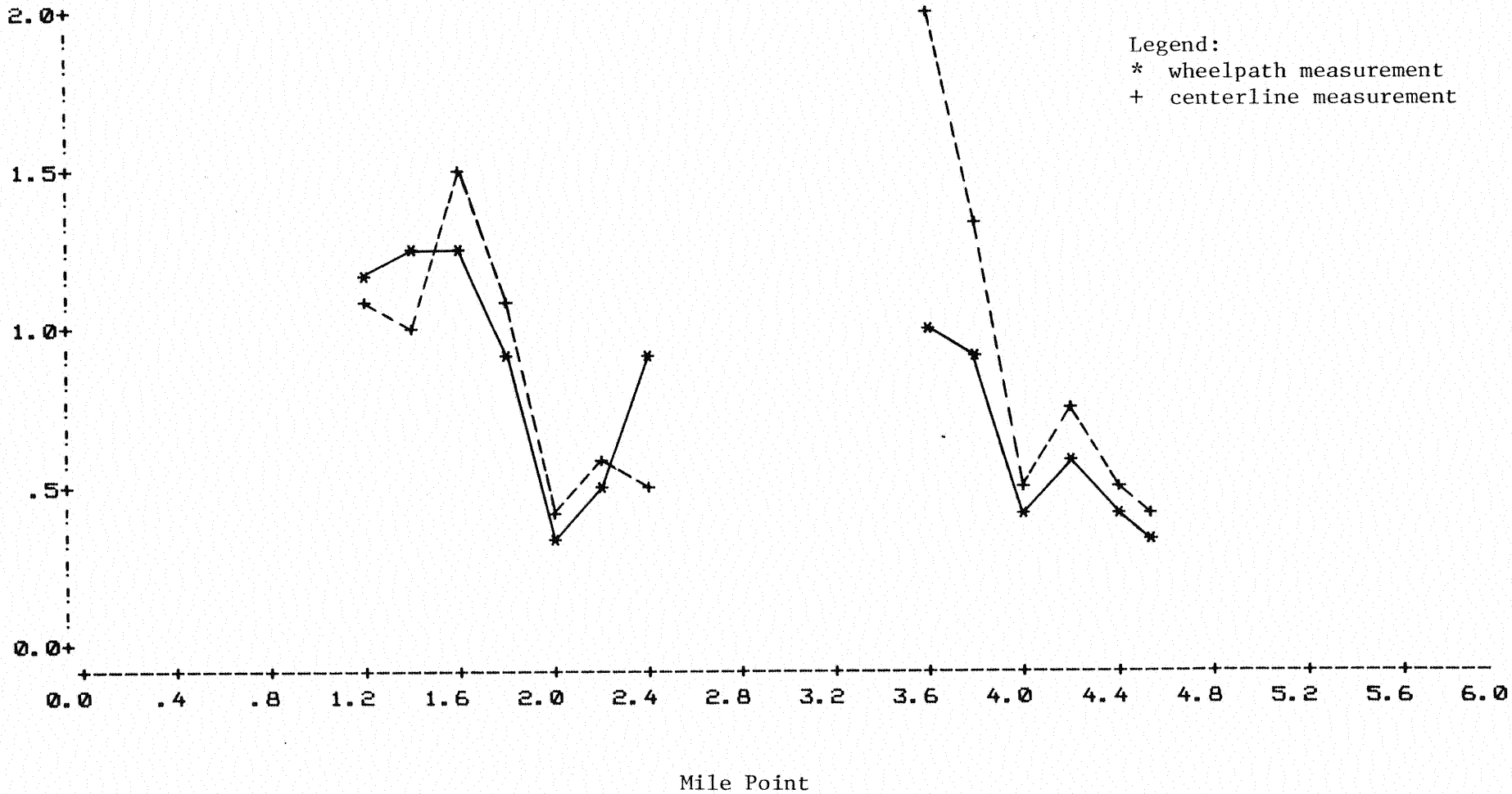


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dynaflect.
measur.
(Mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 2)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

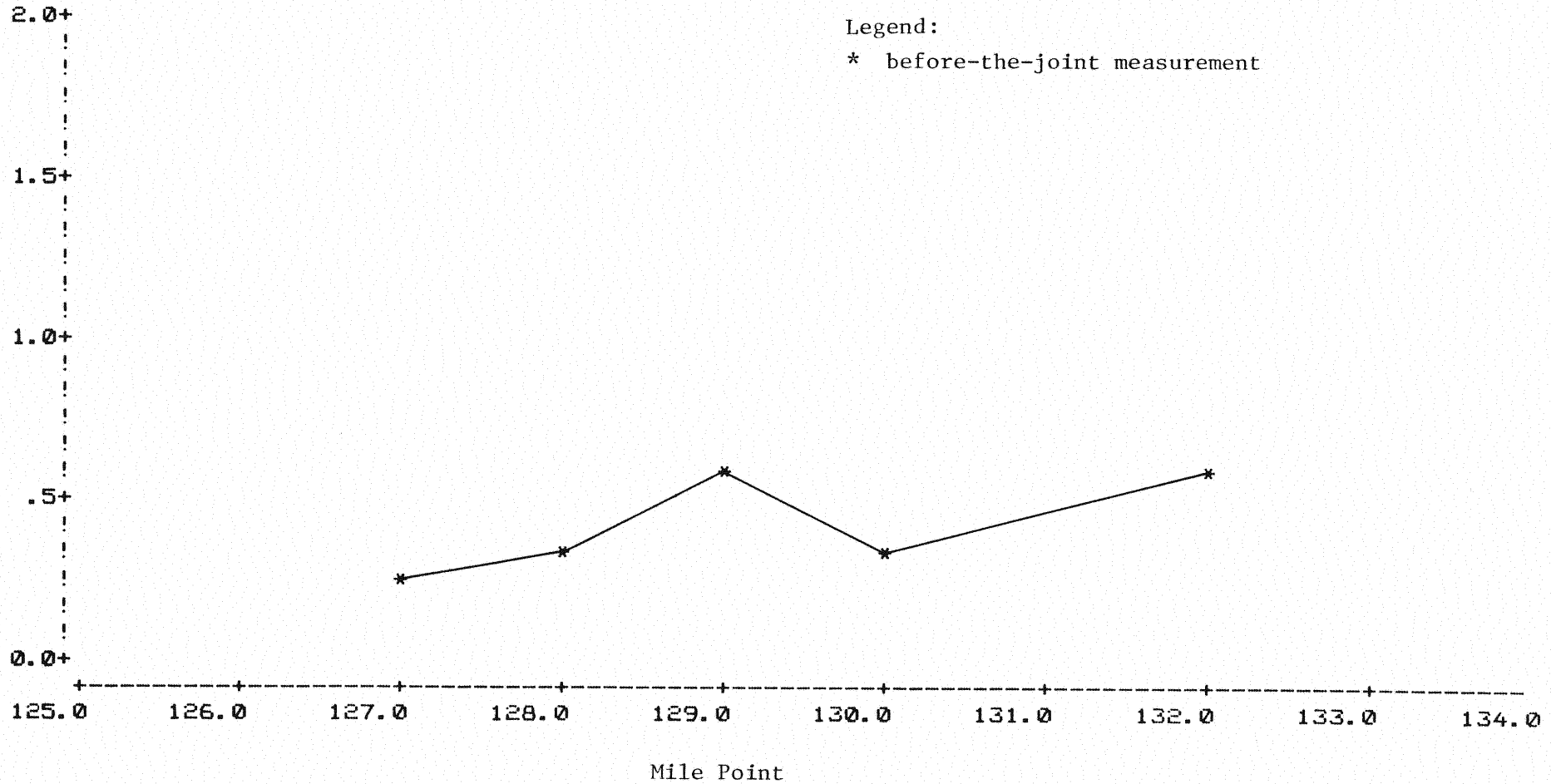


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naflc.
asur.
il)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENT

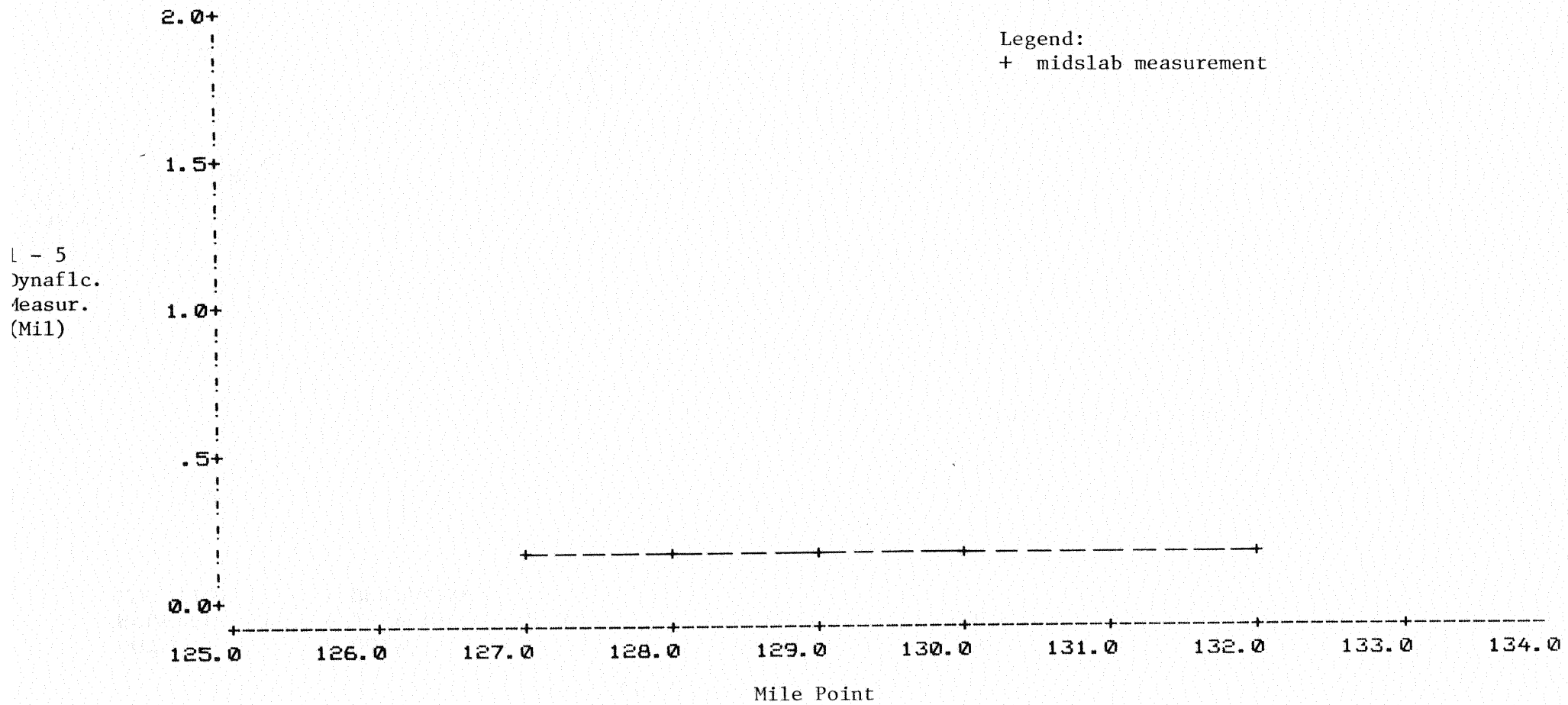
DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 EB (SITE 1) P CLIENT : ODOT
LOCATION : OKLAHOMA

- 5
dynaflect.
measur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 EB (SITE 1) P CLIENT : ODOT
LOCATION : OKLAHOMA

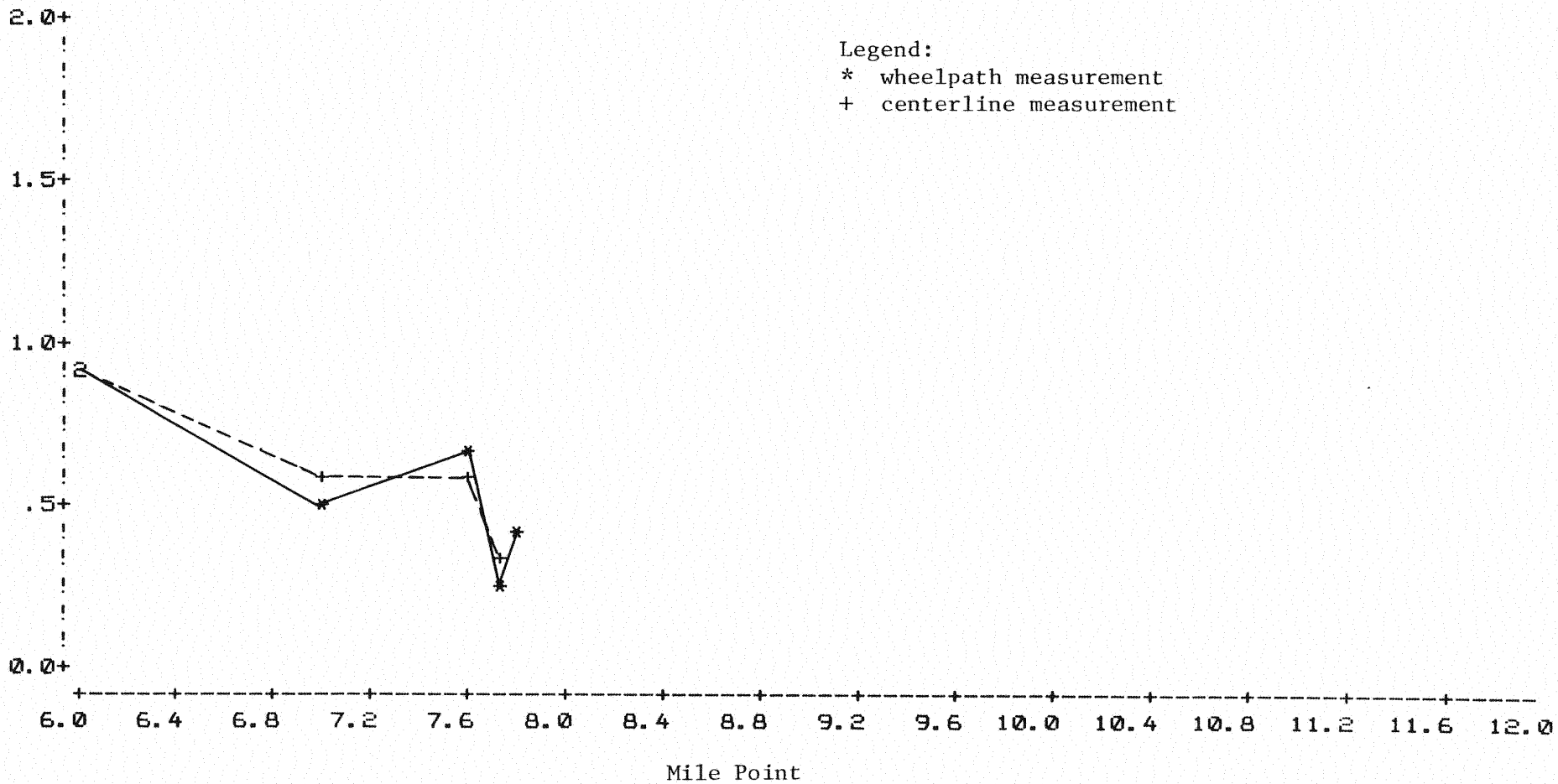


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

1 - 5
Dynaflect.
Measur.
(Mil)

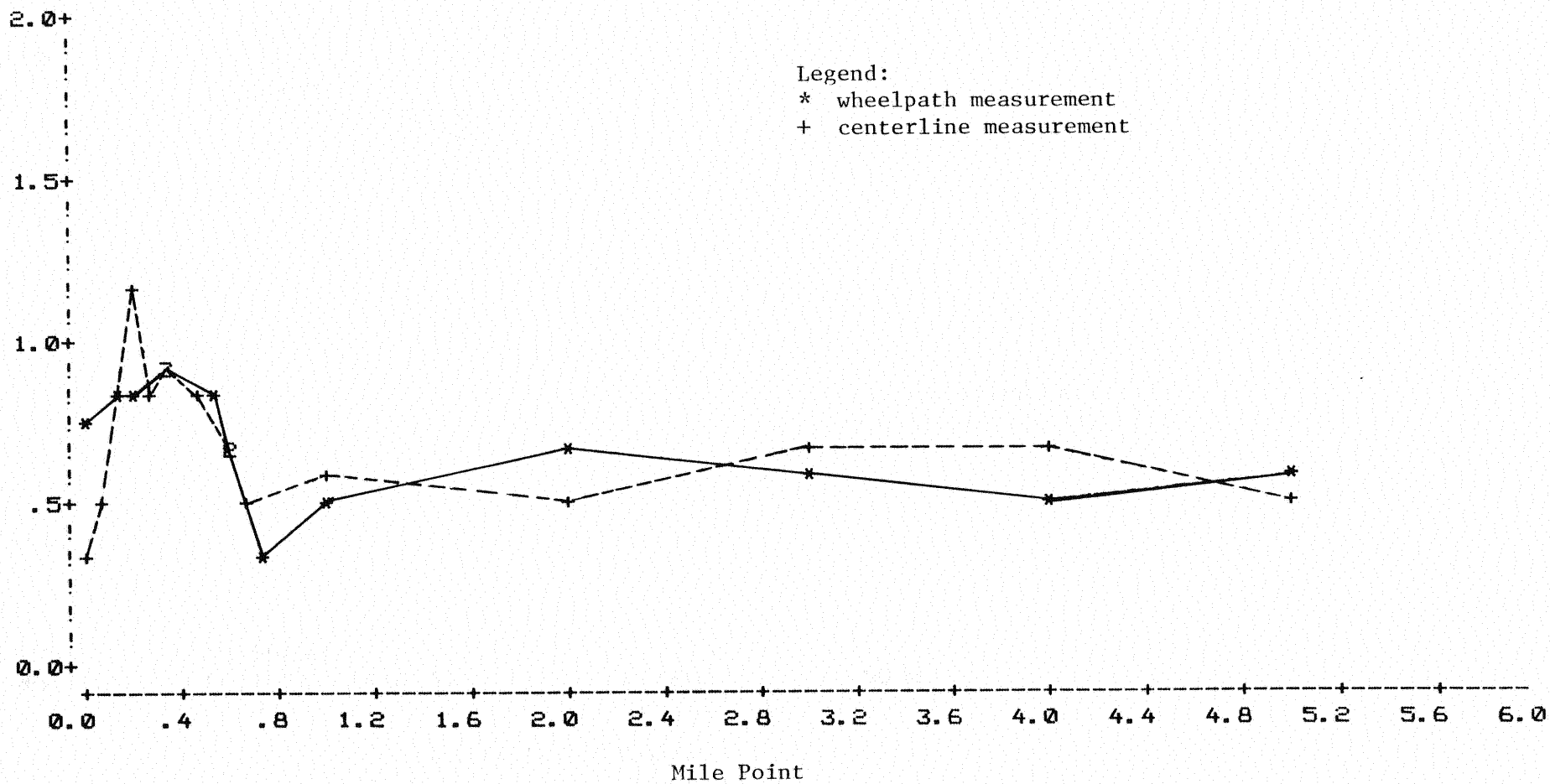


OKLAHOMA PAVEMENT EVALUATION
 DYNAFLECT MEASUREMENTS

DATE : 06/84
 PAVEMENT ID : I-40 EB (SITE 3)
 LOCATION : OKLAHOMA

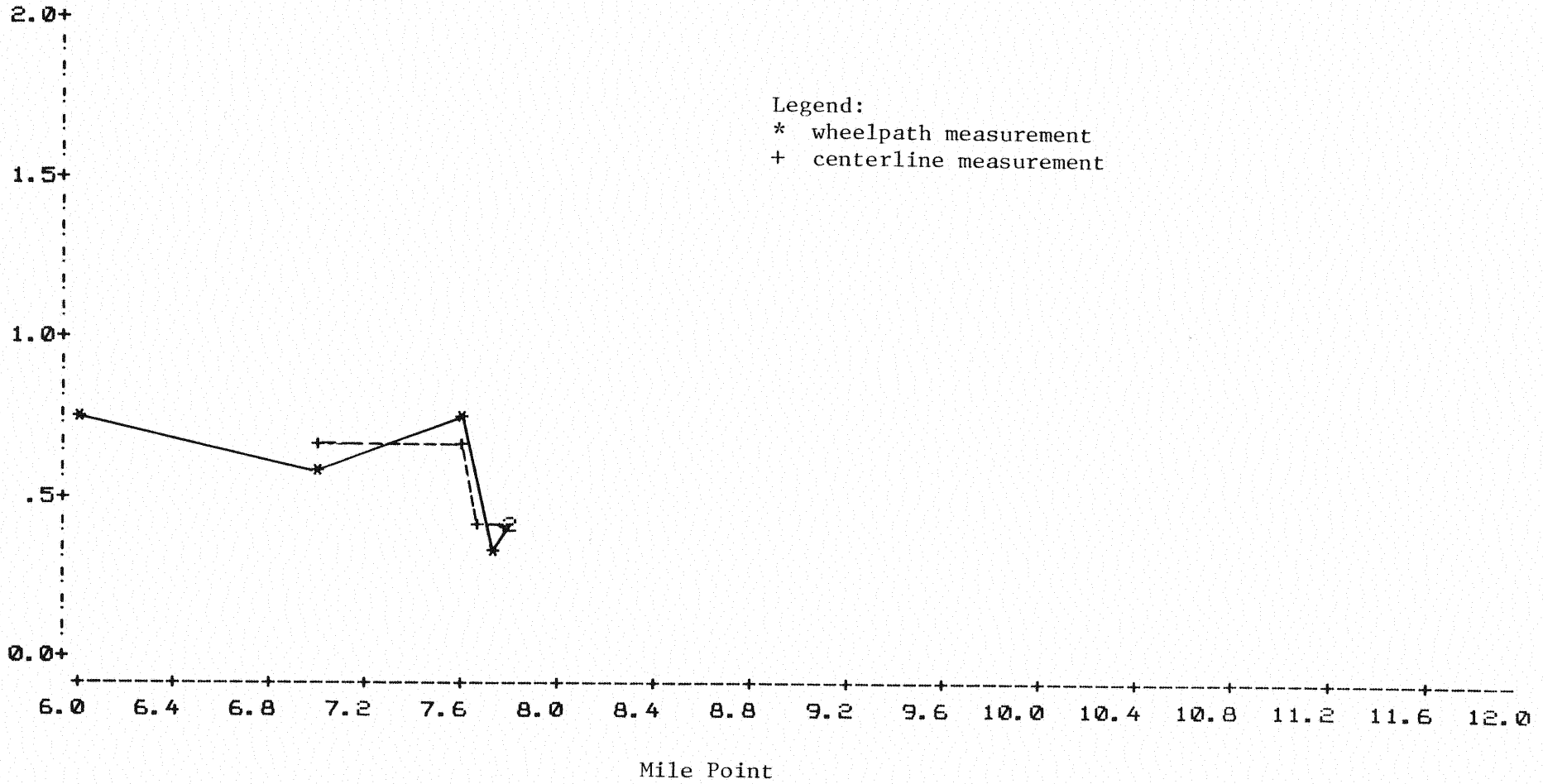
PROJECT NO : TOK-1
 CLIENT : ODOT

1 - 5
 Dynaflec.
 Measur.
 (Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : I-40 EB (SITE 3) CLIENT : ODOT
LOCATION : OKLAHOMA

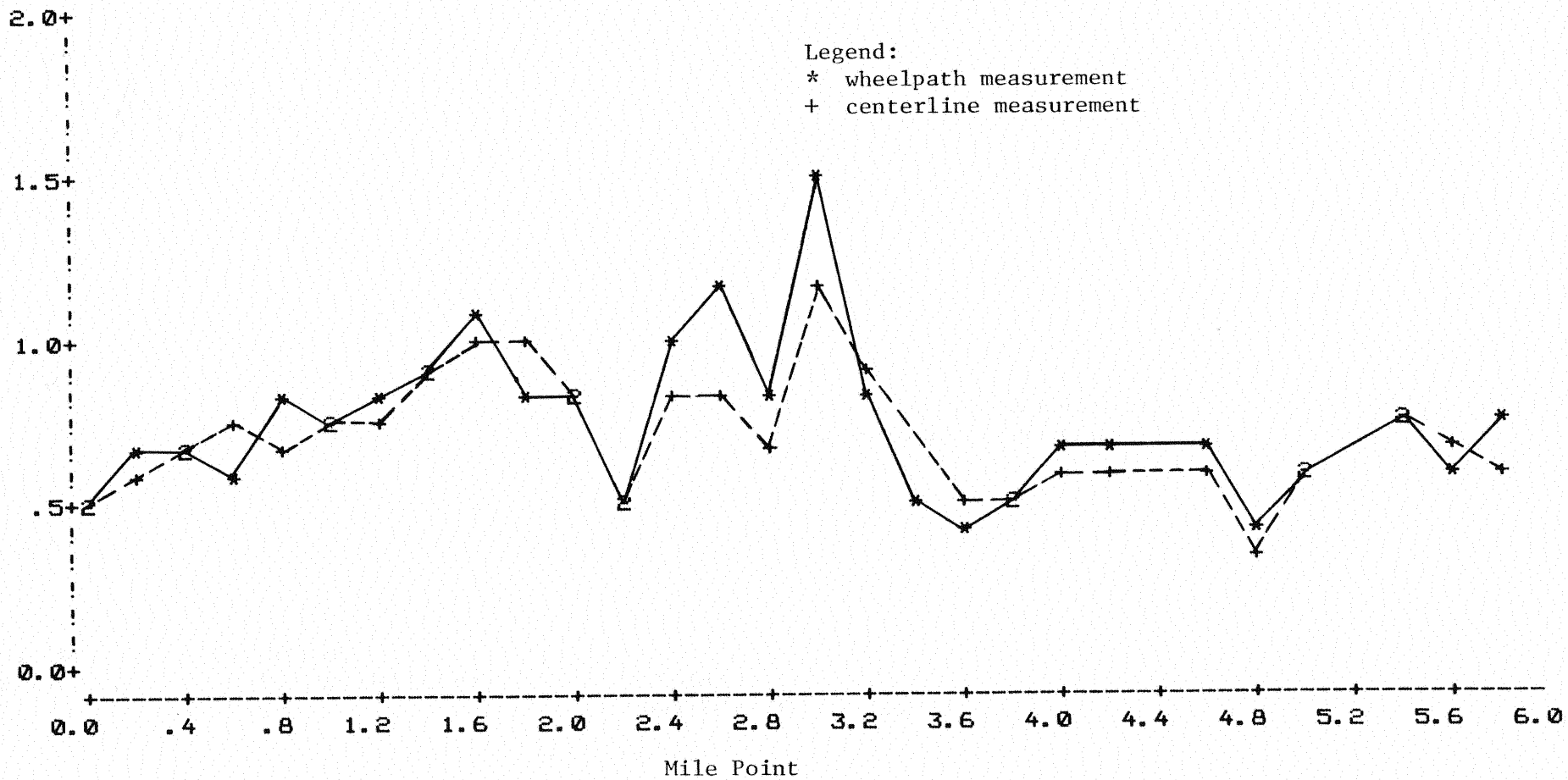


- 5
dynaflect.
measur.
(fil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 4)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT



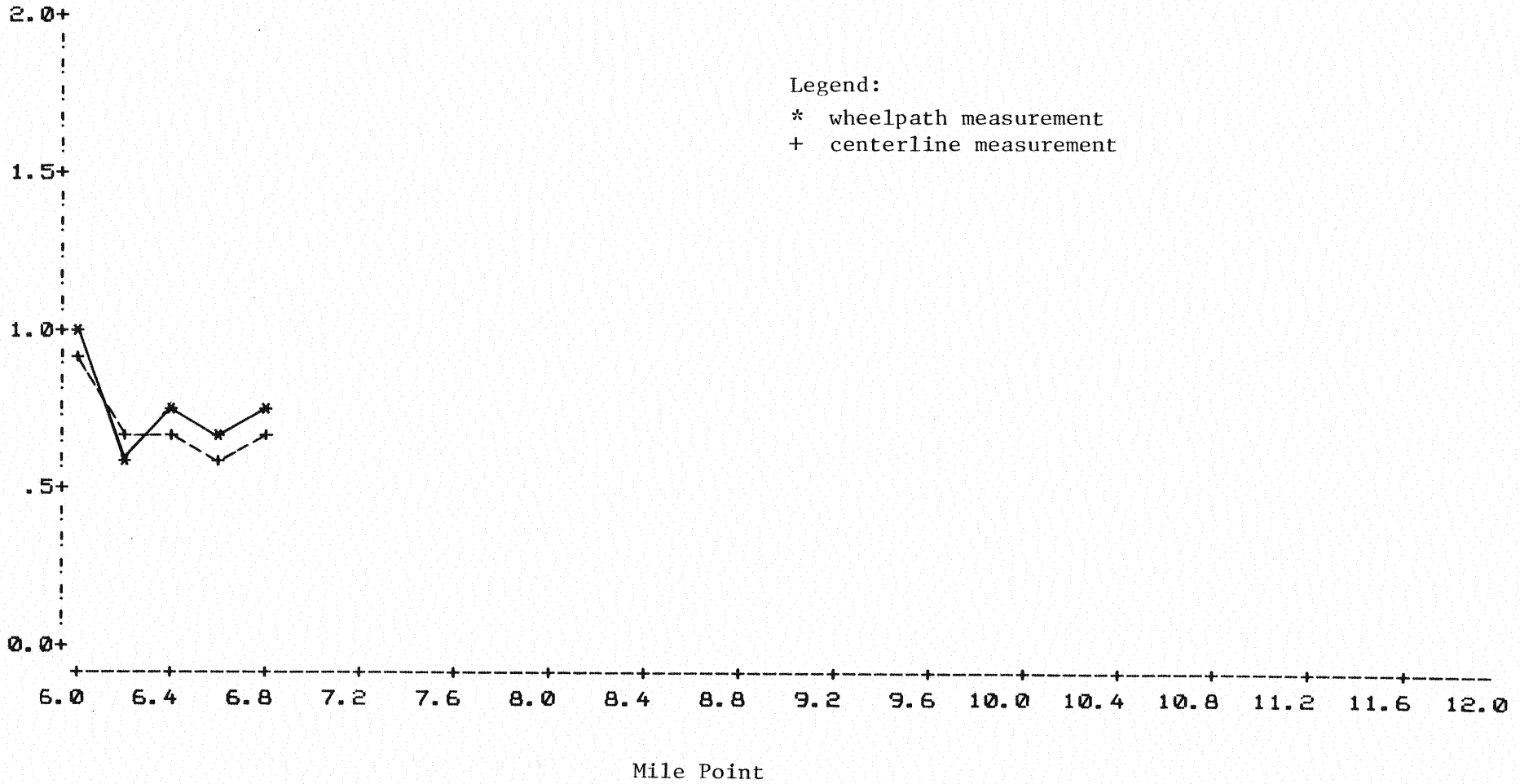
- 5
ynaflect.
easur.
Mil)

OKLAHOMA PAVEMENT EVALUATION

DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 4)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

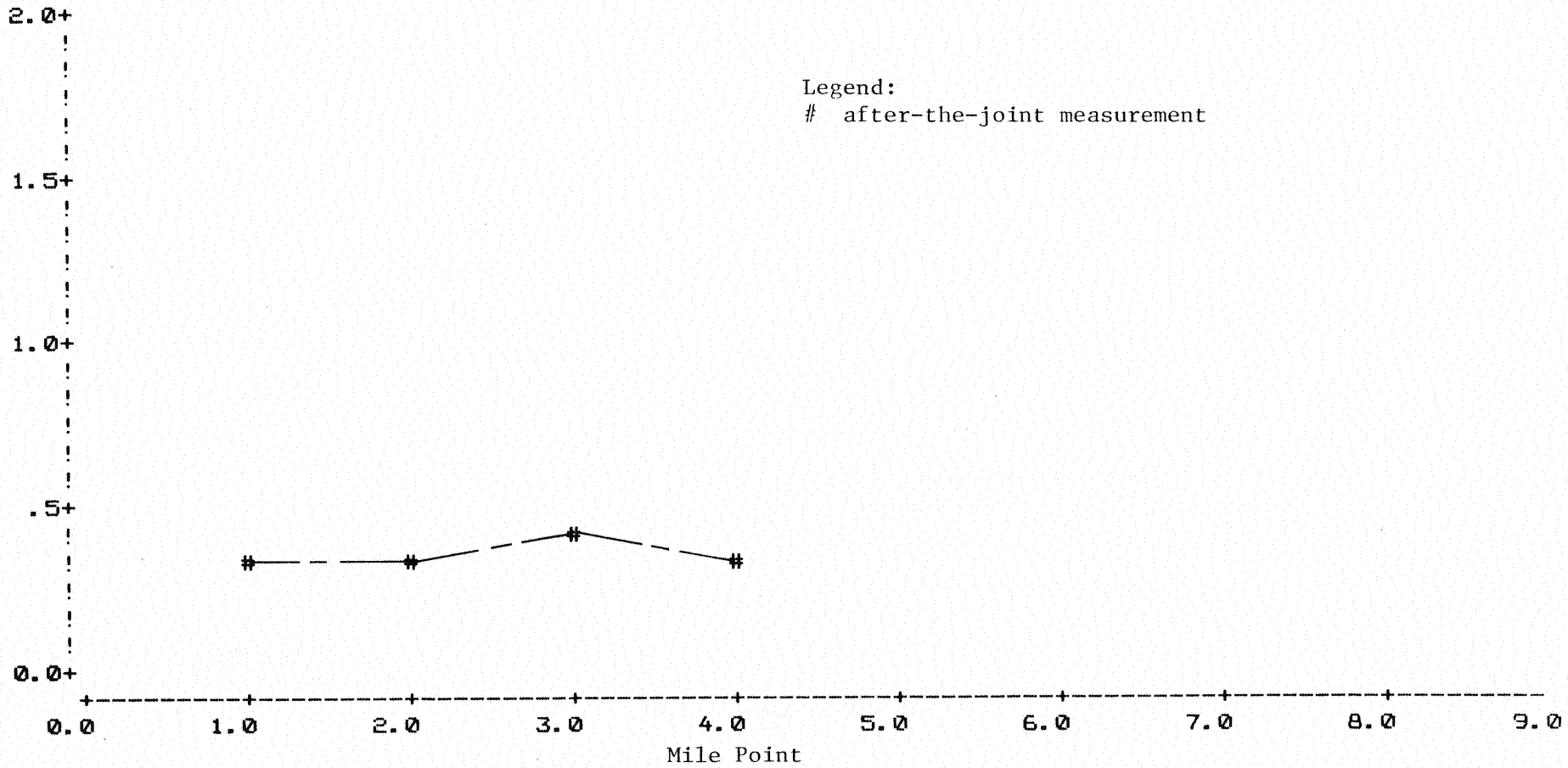


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dynaflect.
measur.
(Mile)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 NB (SITE 5) P CLIENT : ODOT
LOCATION : OKLAHOMA

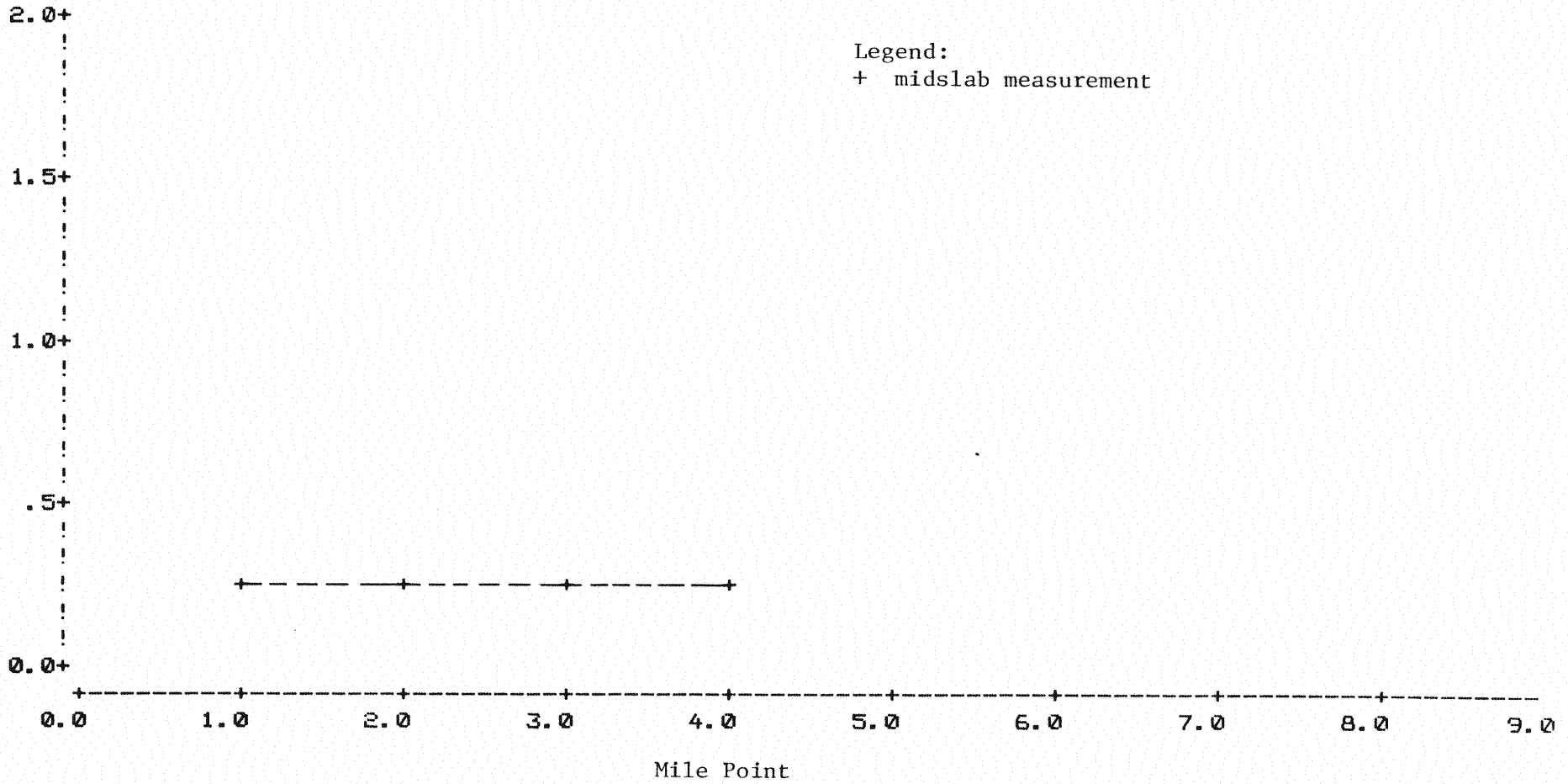
Legend:
after-the-joint measurement



- 5
dynaflect.
measur.
(Mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 NB (SITE 5)P CLIENT : ODOT
LOCATION : OKLAHOMA



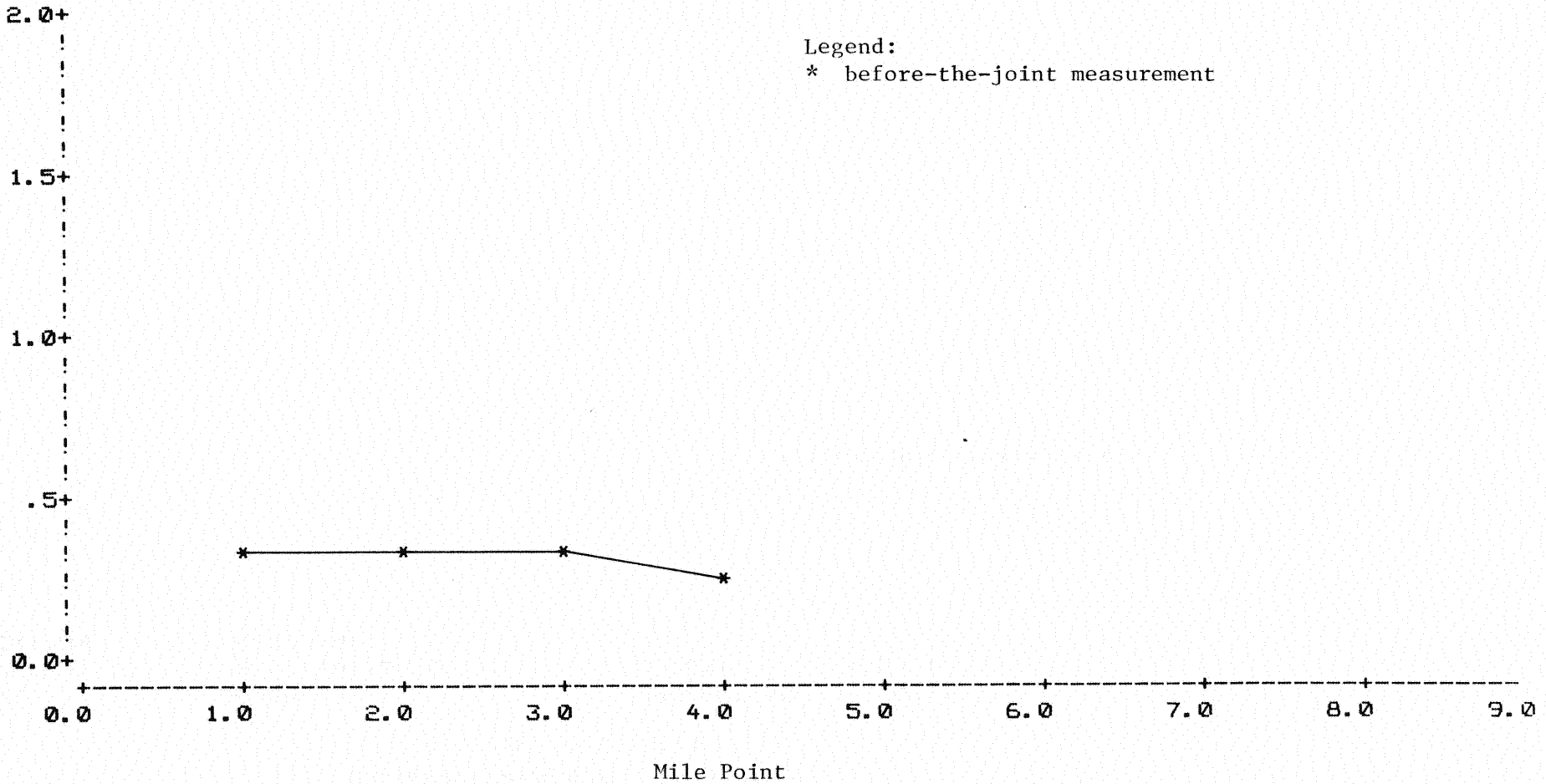
- 5
dynaflect.
measur.
(fil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 NB (SITE 5)P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* before-the-joint measurement

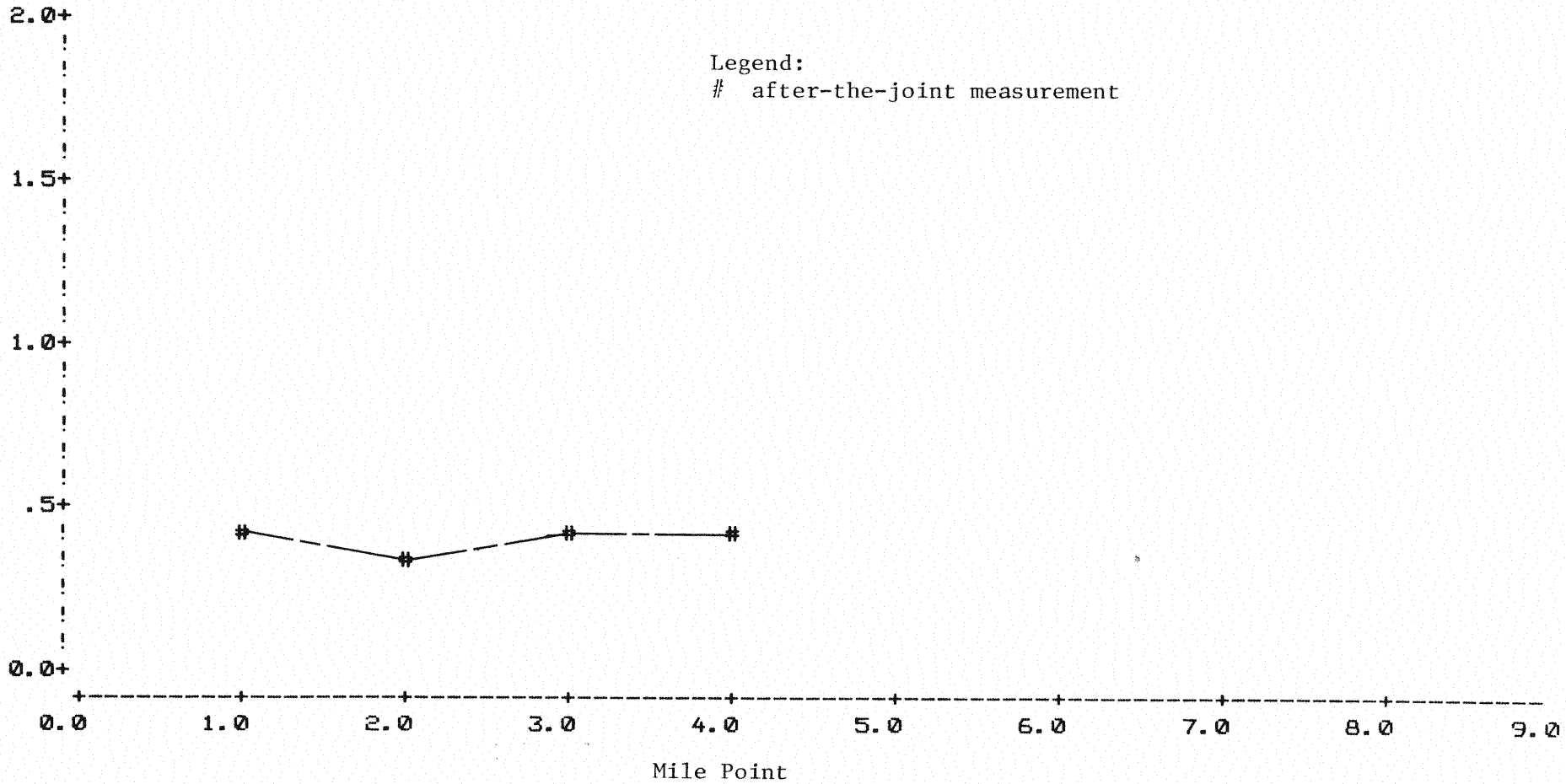


- 5
dynaflec.
measur.
(mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 SB (SITE 5)P CLIENT : ODOT
LOCATION : OKLAHOMA

- 5
dynaflect.
measur.
(Mil)

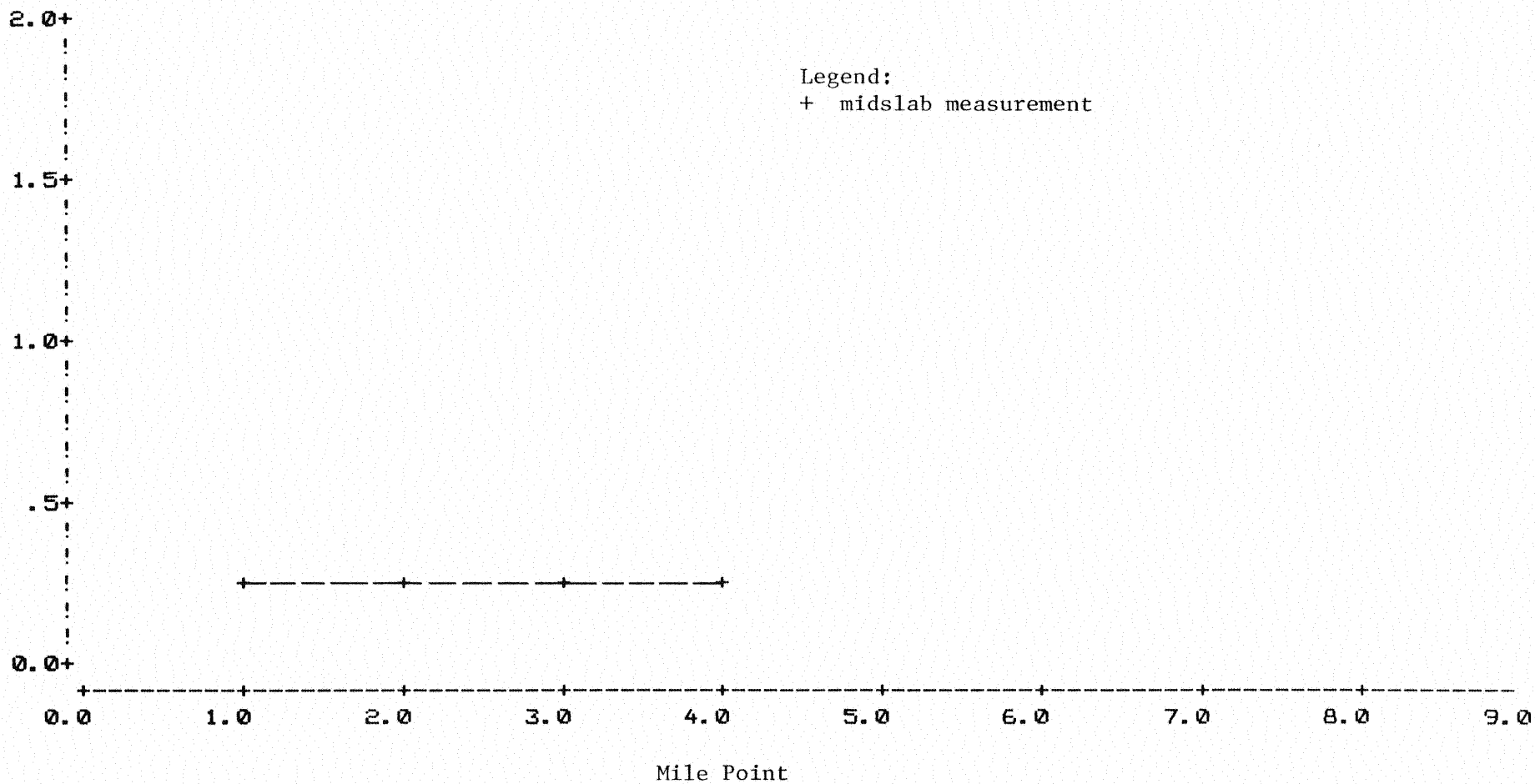


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-69 SB (SITE 5)P CLIENT : ODOT
LOCATION : OKLAHOMA

Legend:
+ midslab measurement

- 5
dynaflect.
measur.
(Mil)

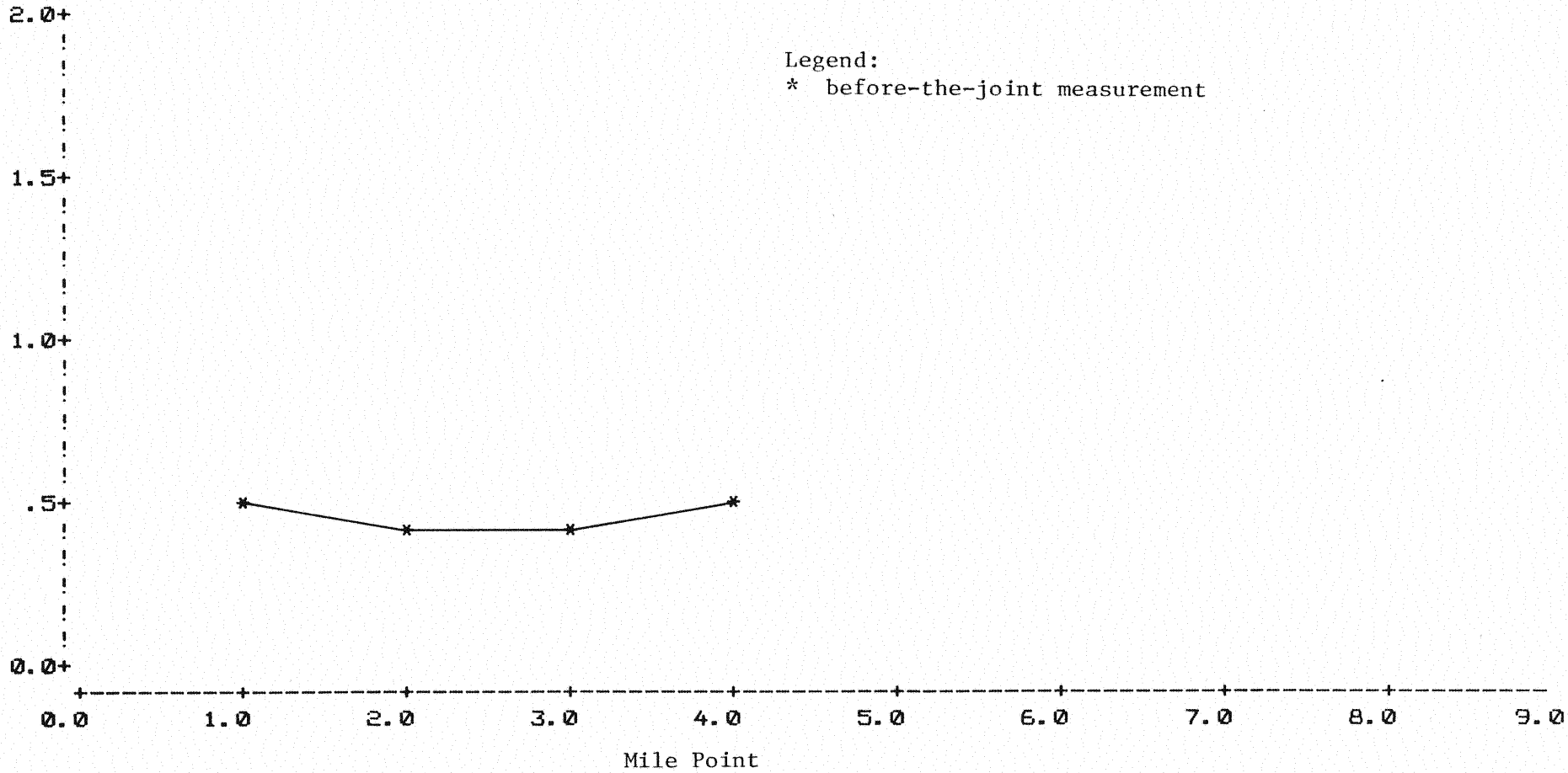


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-69 SB (SITE 5) P
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

1 - 5
Dynaflec.
Measur.
(Mil)

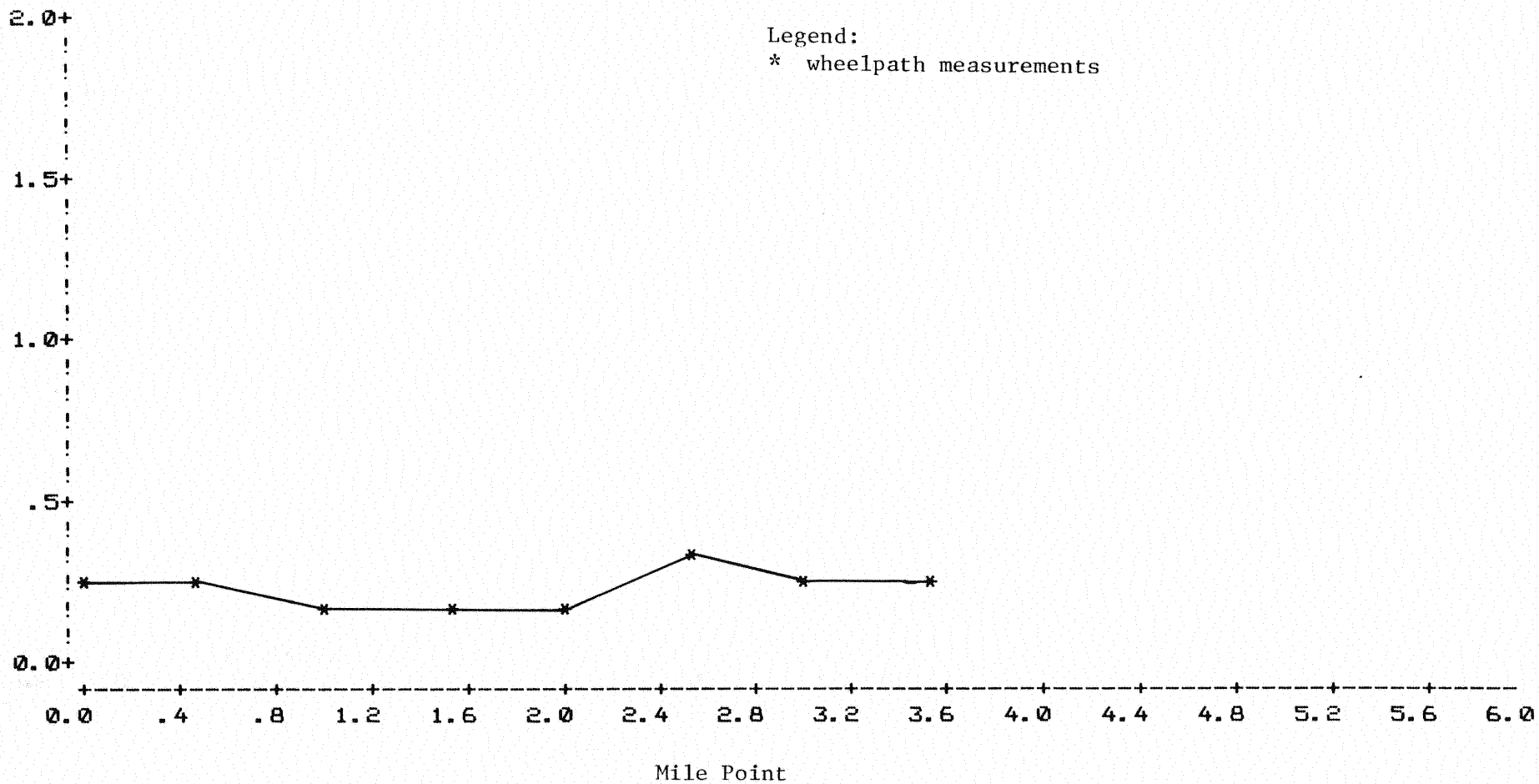


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 6)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

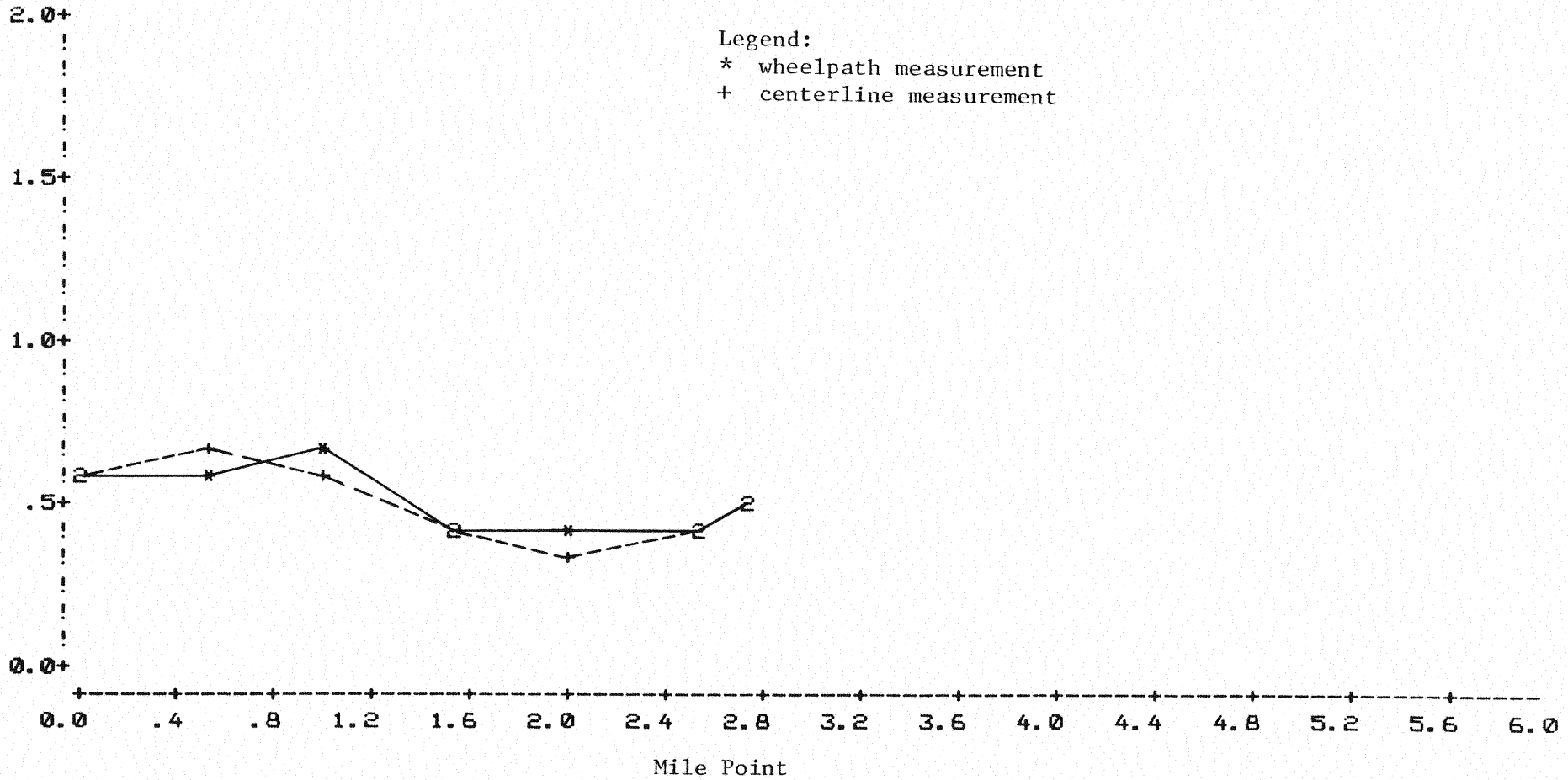
- 5
dynaflec.
measur.
(Mil)



OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : US-75 NB (SITE 7)
LOCATION : OKLAHOMA

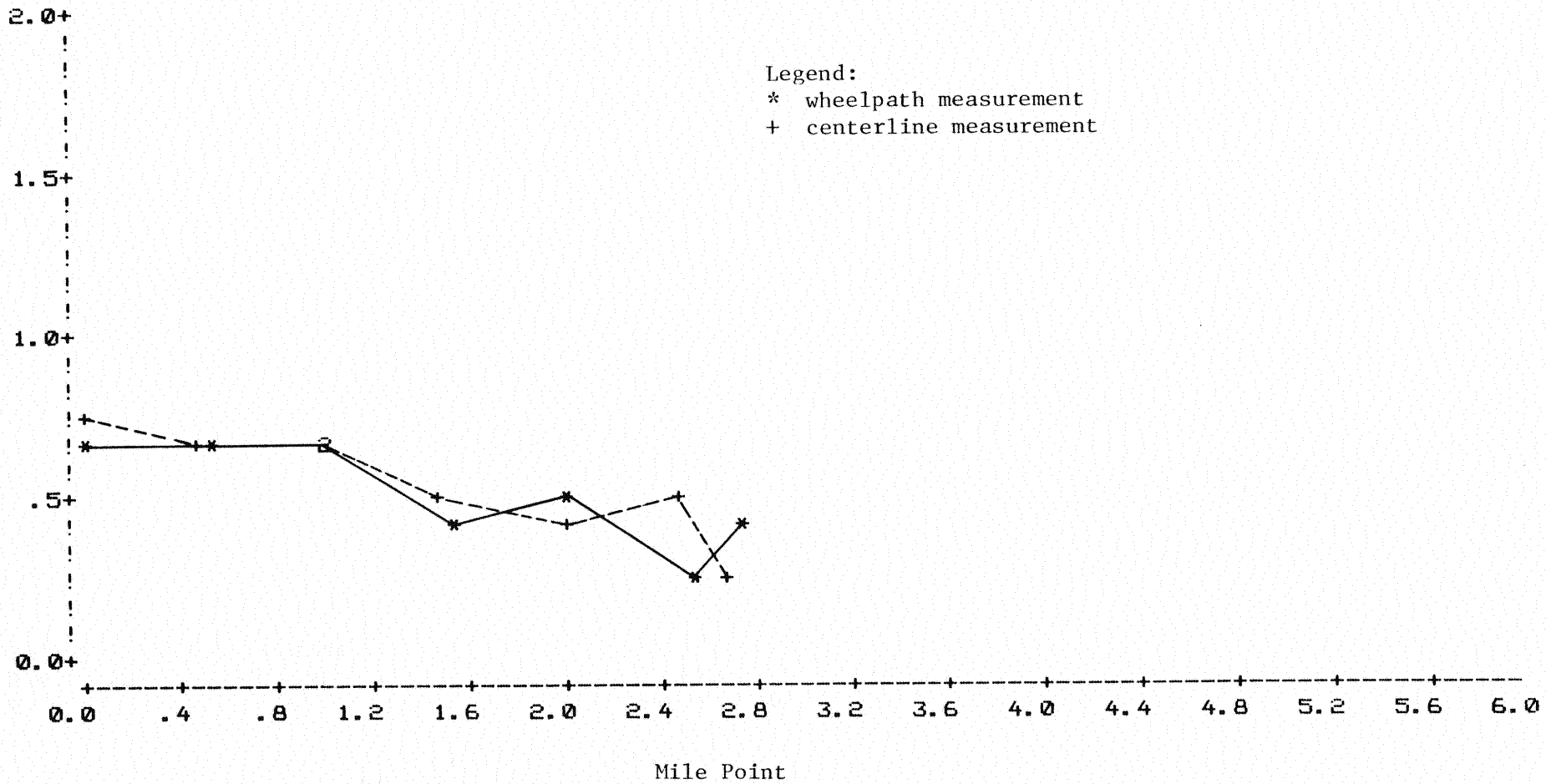
PROJECT NO : TOK-1
CLIENT : ODOT



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dynaflect.
measur.
(mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84 PROJECT NO : TOK-1
PAVEMENT ID : US-75 SB (SITE 7) CLIENT : ODOT
LOCATION : OKLAHOMA



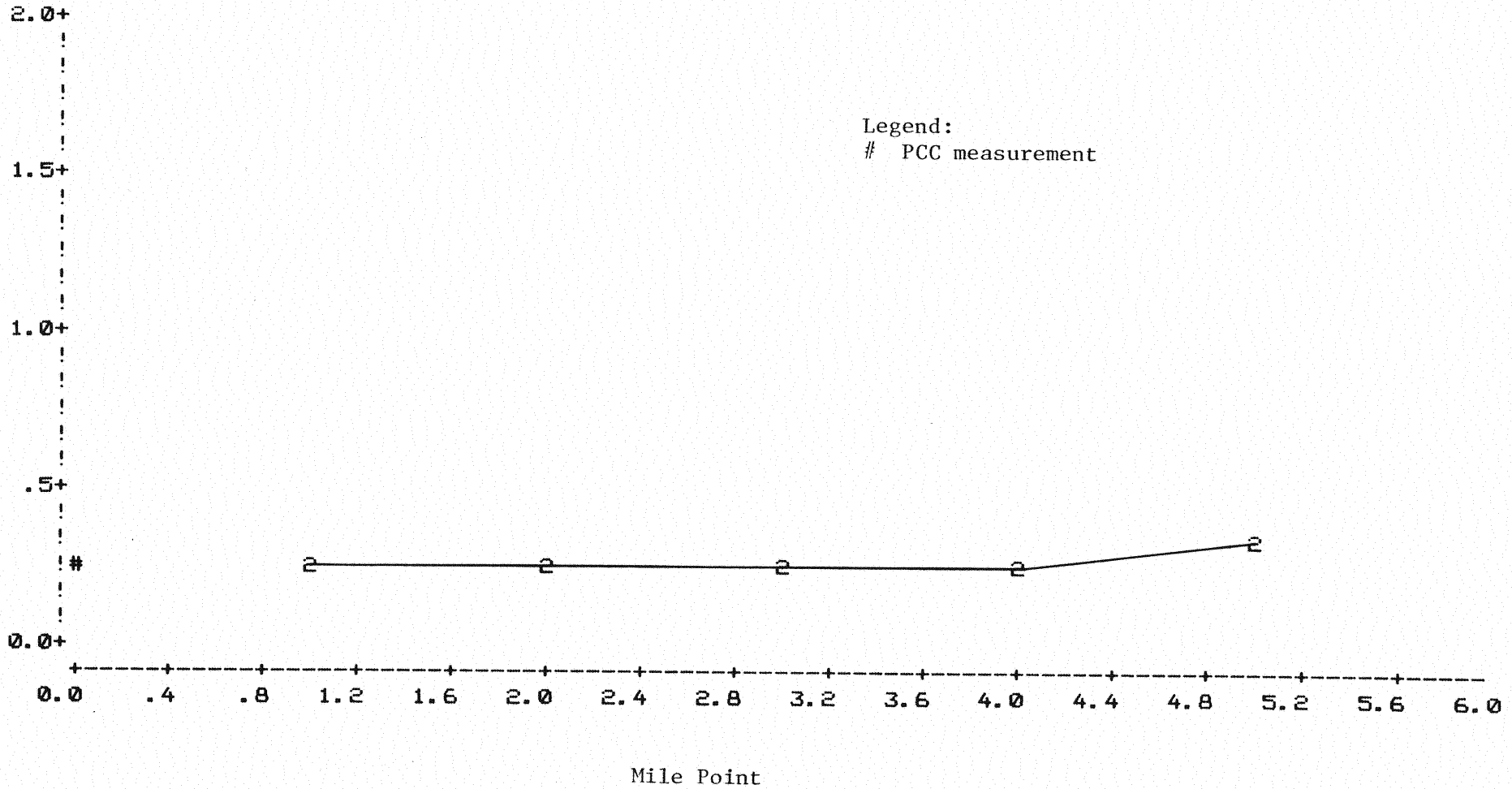
- 5
dynaflect.
measur.
(mil)

OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

- 5
dynaflec.
measur.
(Mil)



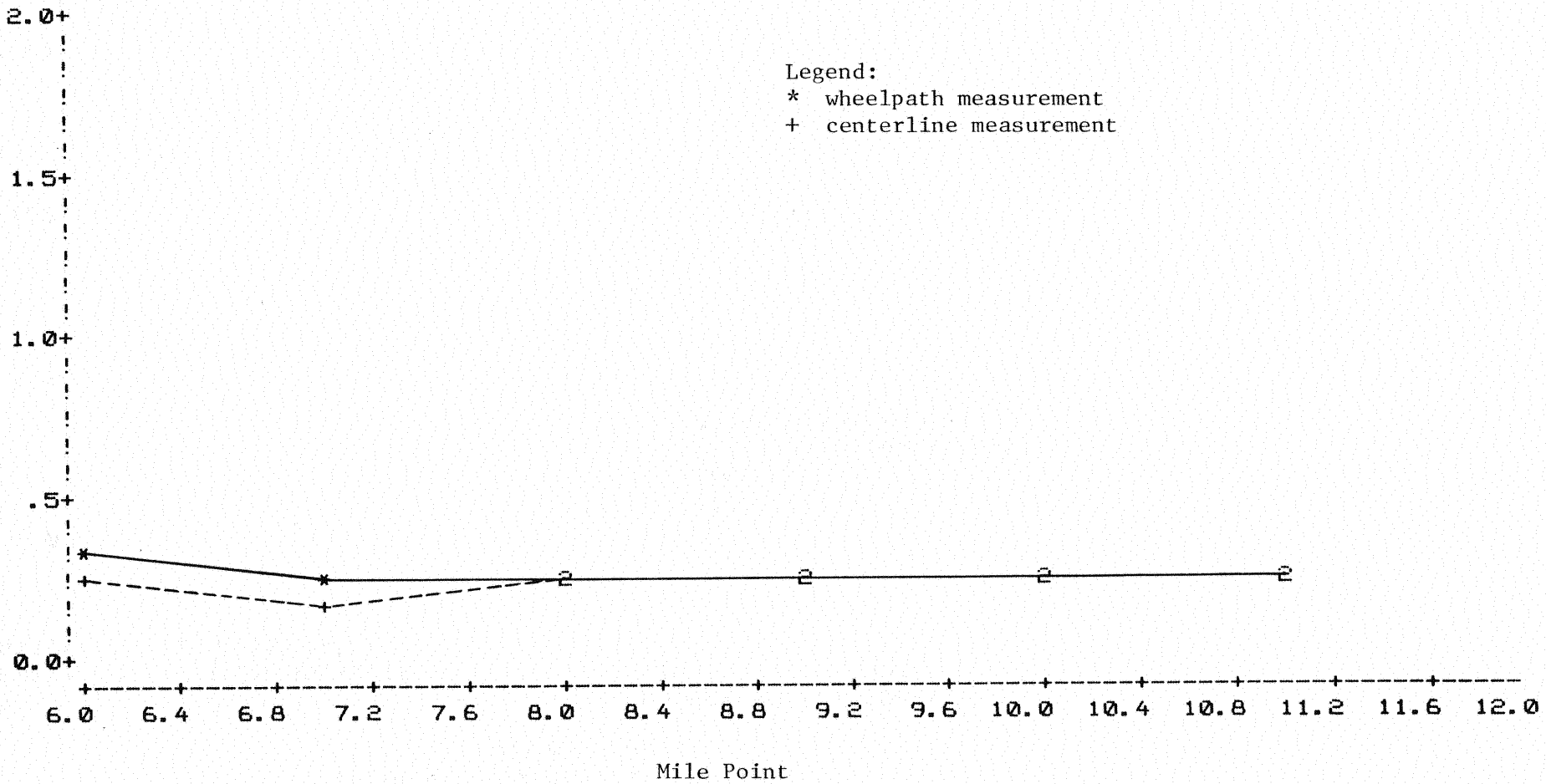
OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement

- 5
dynaflect.
measur.
(Mil)

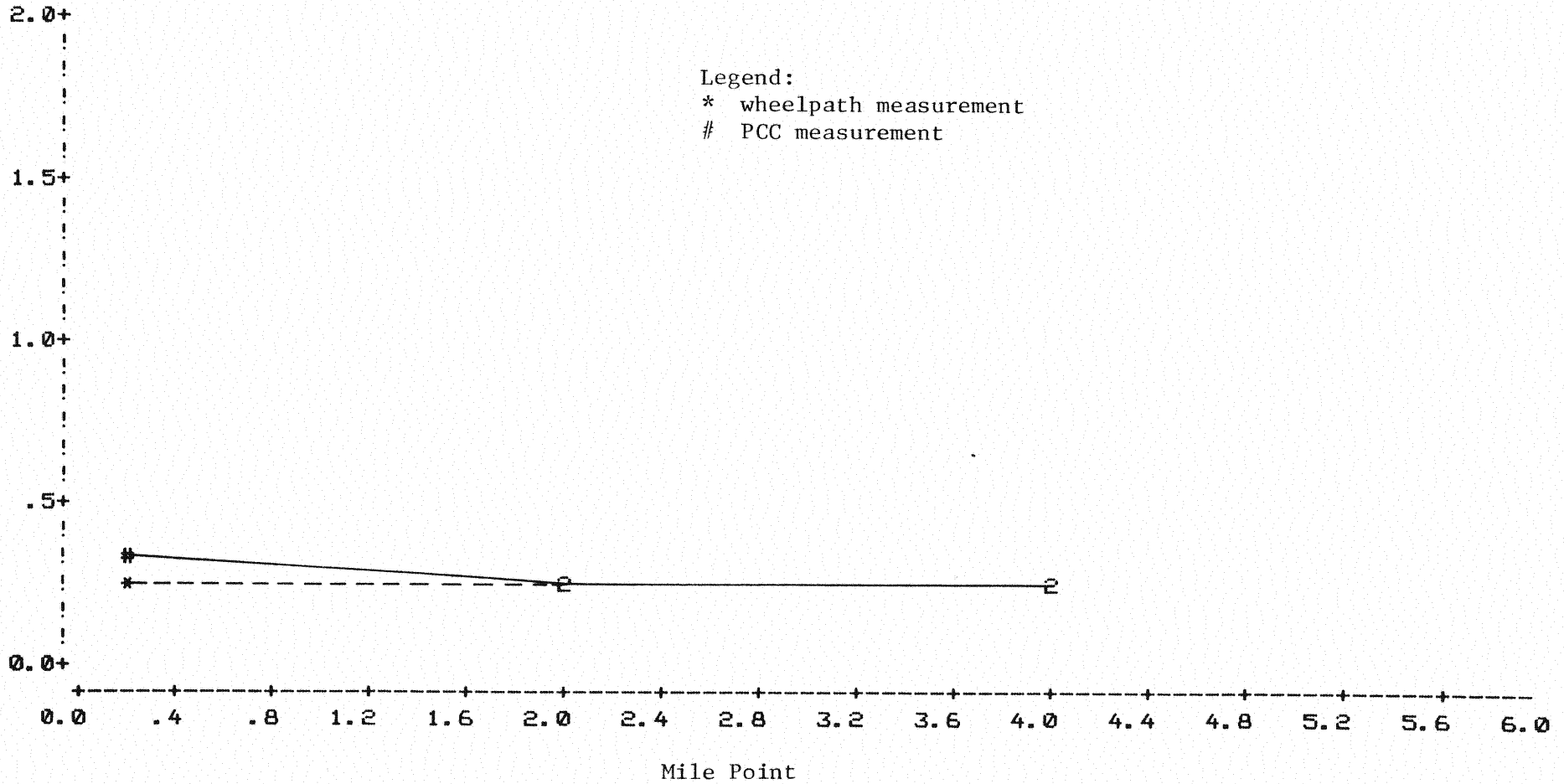


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 SB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

- 5
dynaflec.
measur.
(Mil)

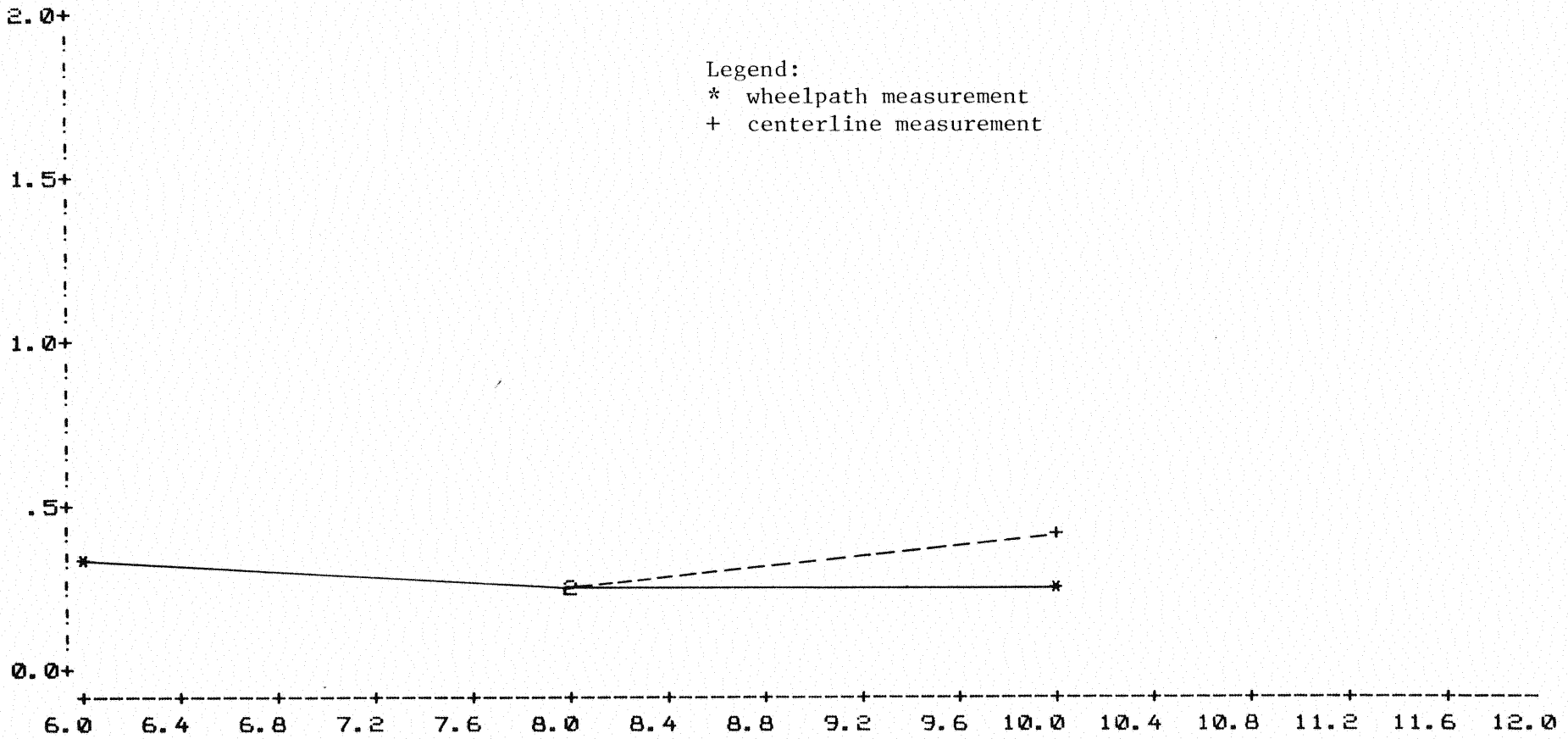


OKLAHOMA PAVEMENT EVALUATION
DYNAFLECT MEASUREMENTS

DATE : 06/84
PAVEMENT ID : I-35 SB (SITE 8)
LOCATION : OKLAHOMA

PROJECT NO : TOK-1
CLIENT : ODOT

Legend:
* wheelpath measurement
+ centerline measurement



Mile Point

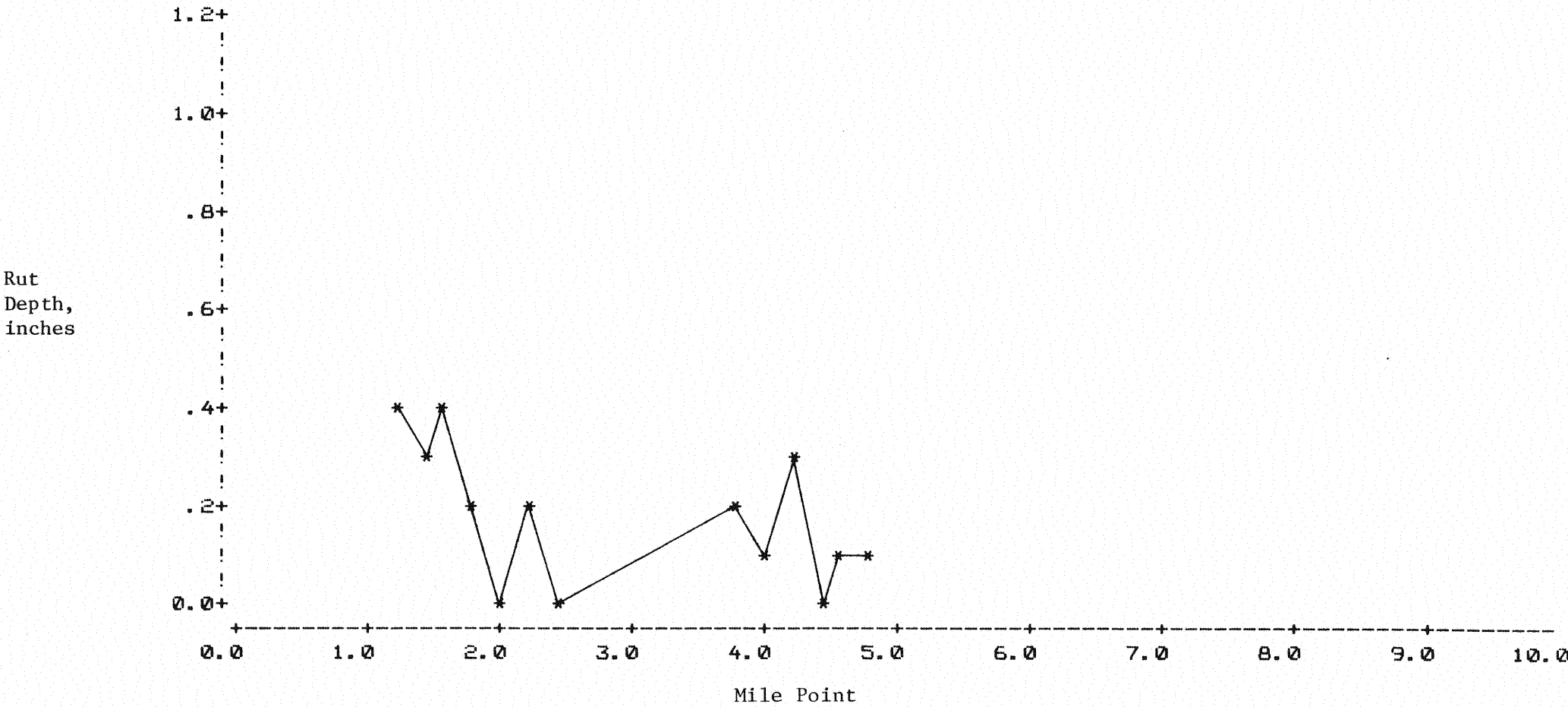
- 5
naflc.
asur.
fil)

RUT DEPTH WITH DISTANCE

OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : US 69 NB (SITE 2)
LOCATION : OKLAHOMA

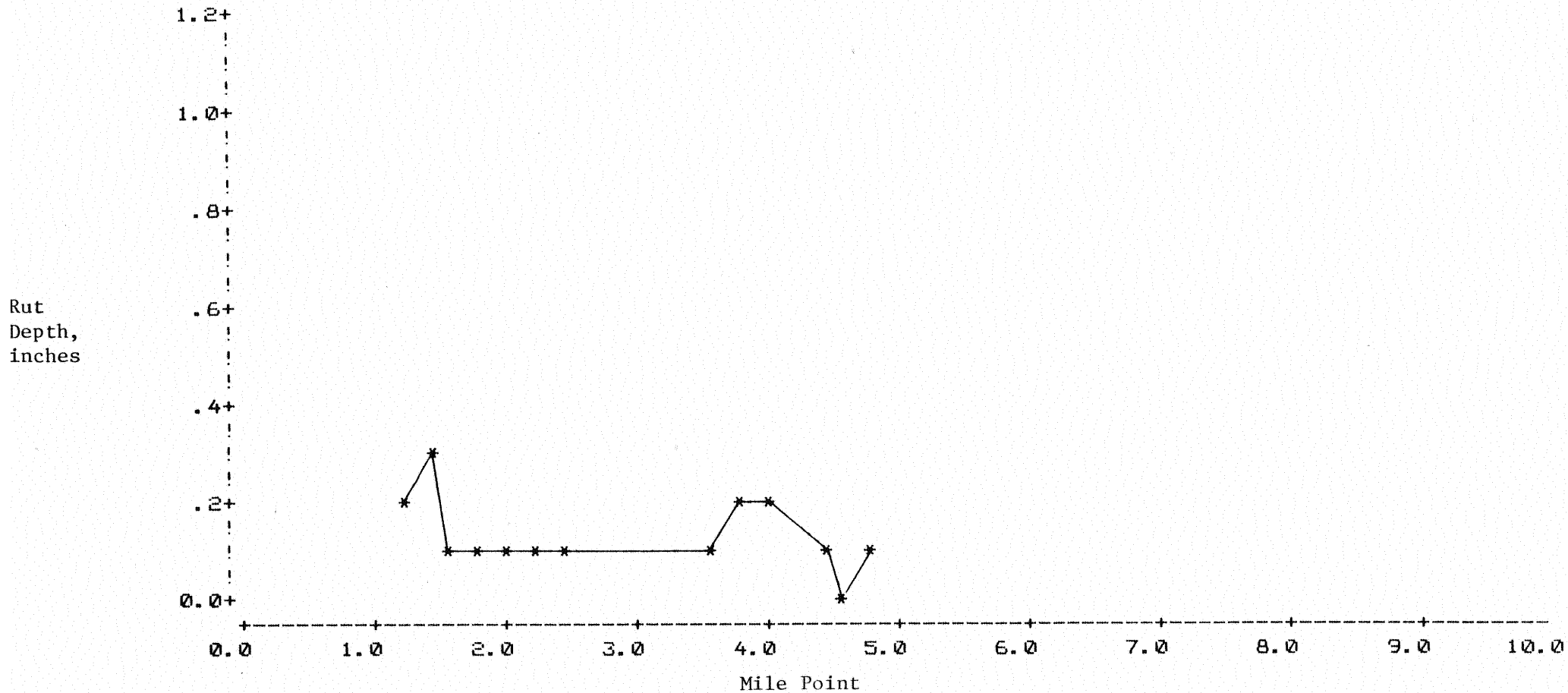
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : US 69 SB (SITE 2)
LOCATION : OKLAHOMA

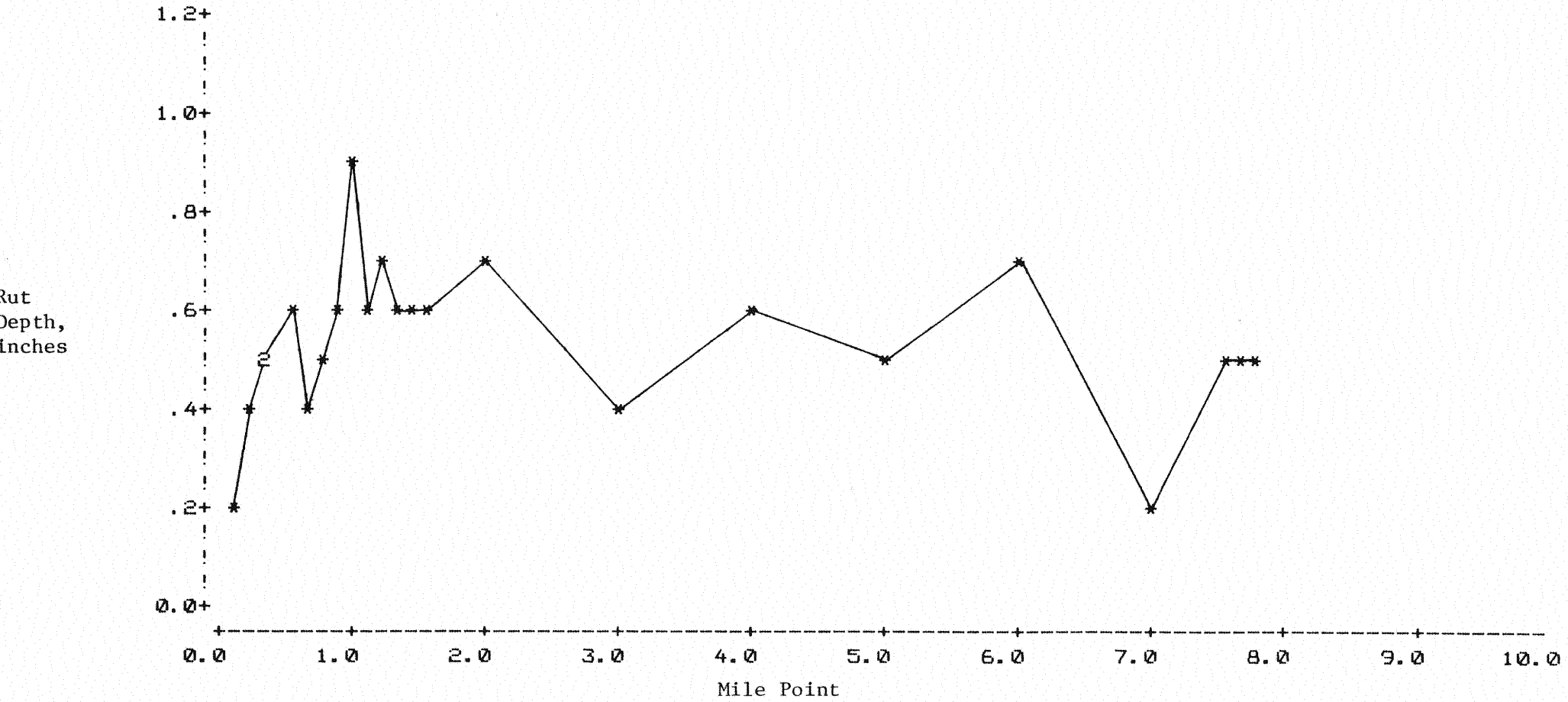
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : I-40 WB (SITE 3)
LOCATION : OKLAHOMA

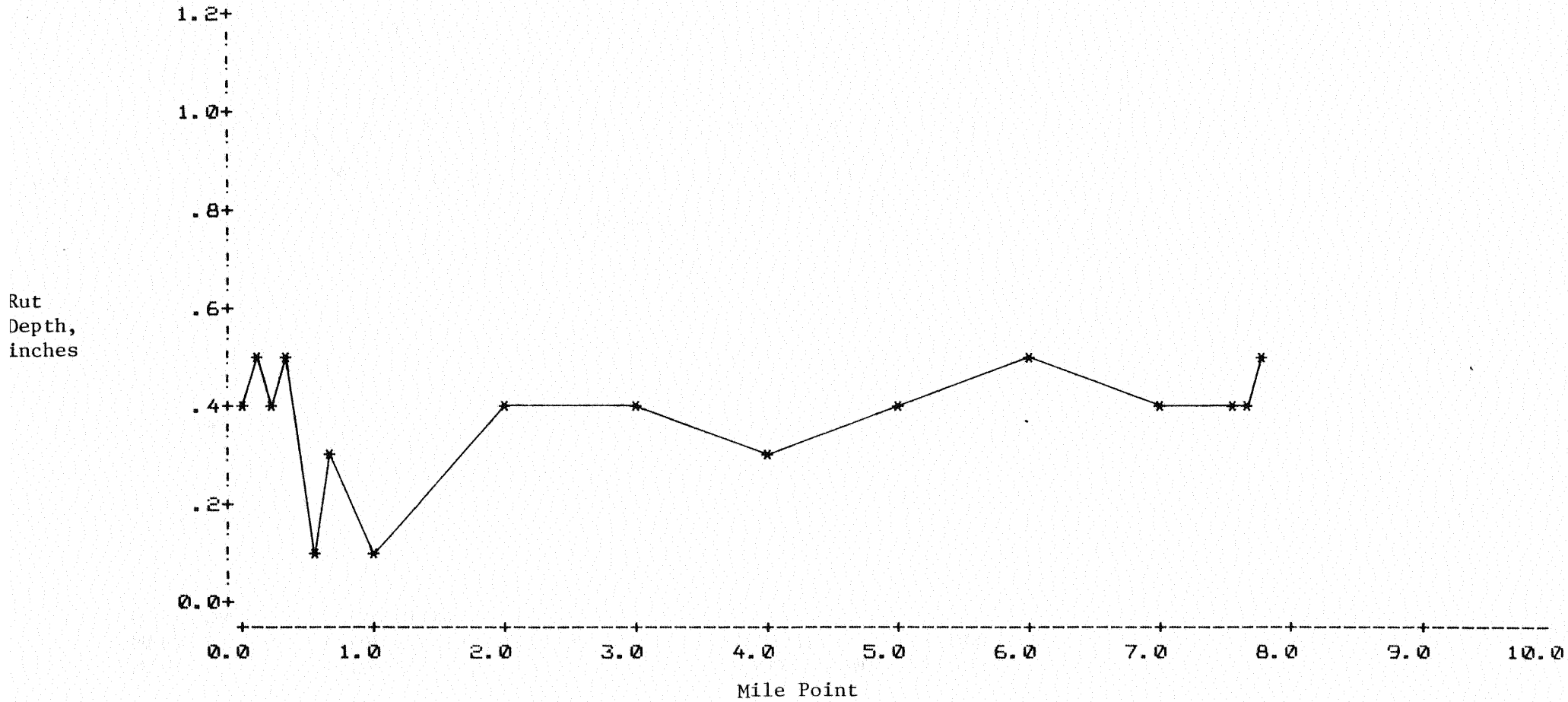
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : I-40 EB (SITE 3)
LOCATION : OKLAHOMA

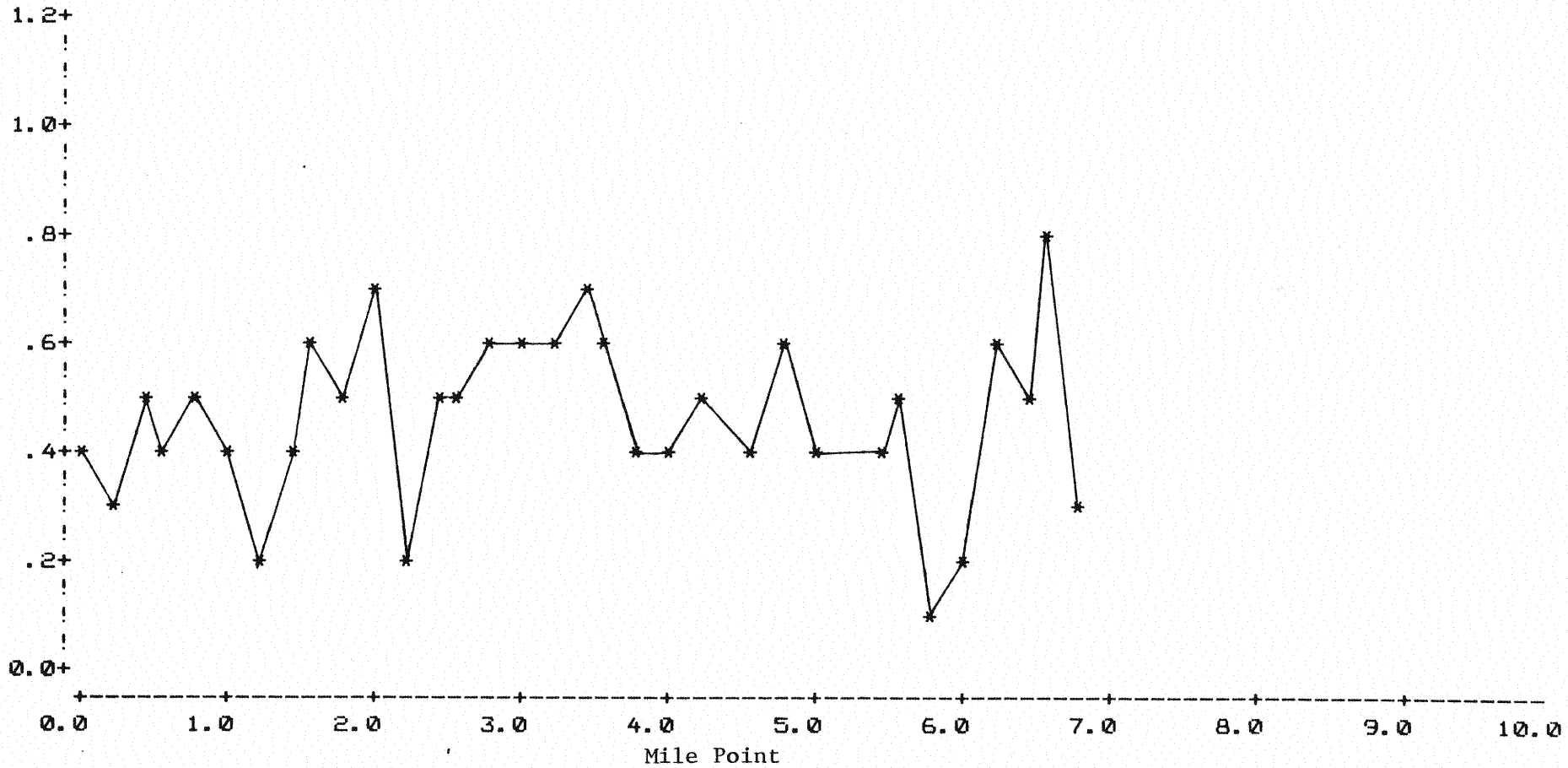
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : US 69 SB (SITE 4)
LOCATION : OKLAHOMA

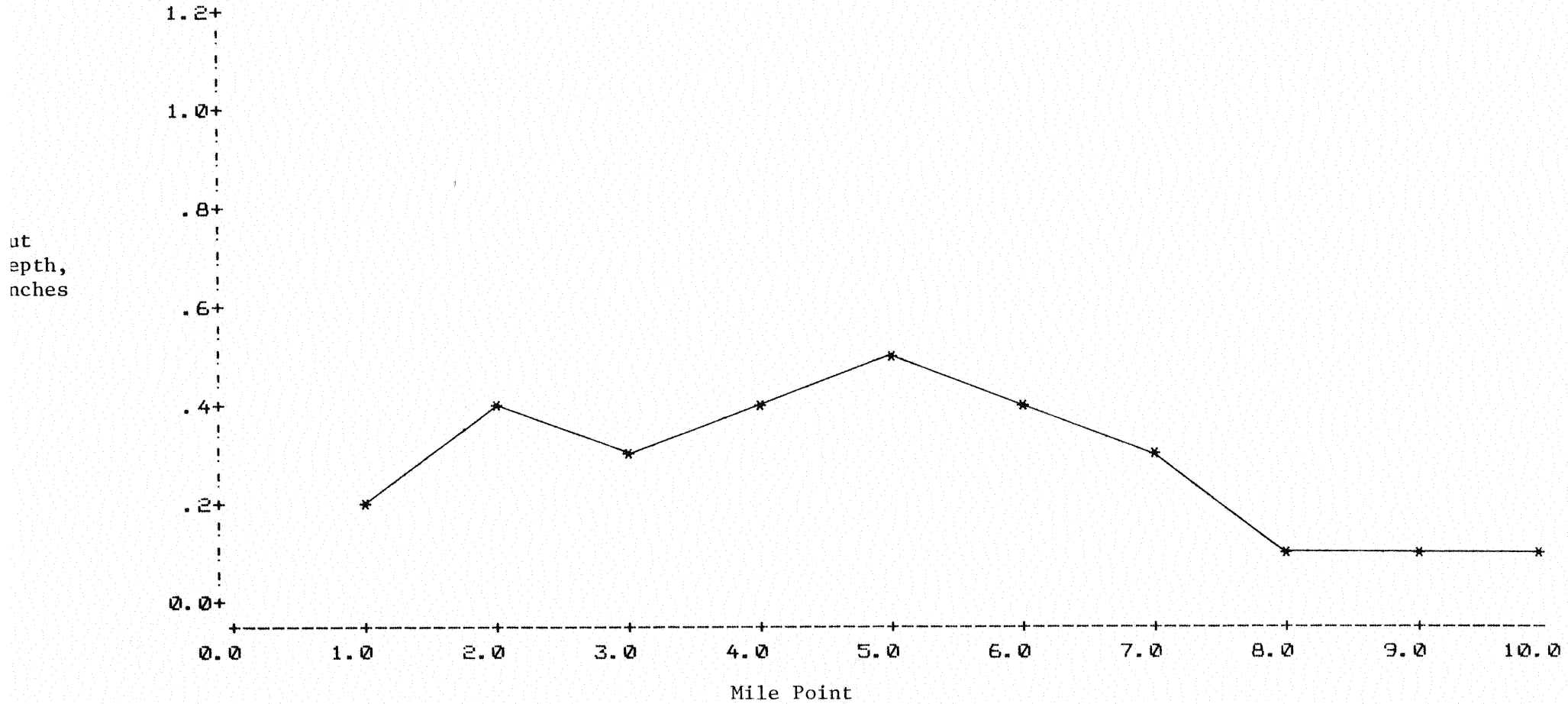
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : I-35 NB (SITE 6)
LOCATION : OKLAHOMA

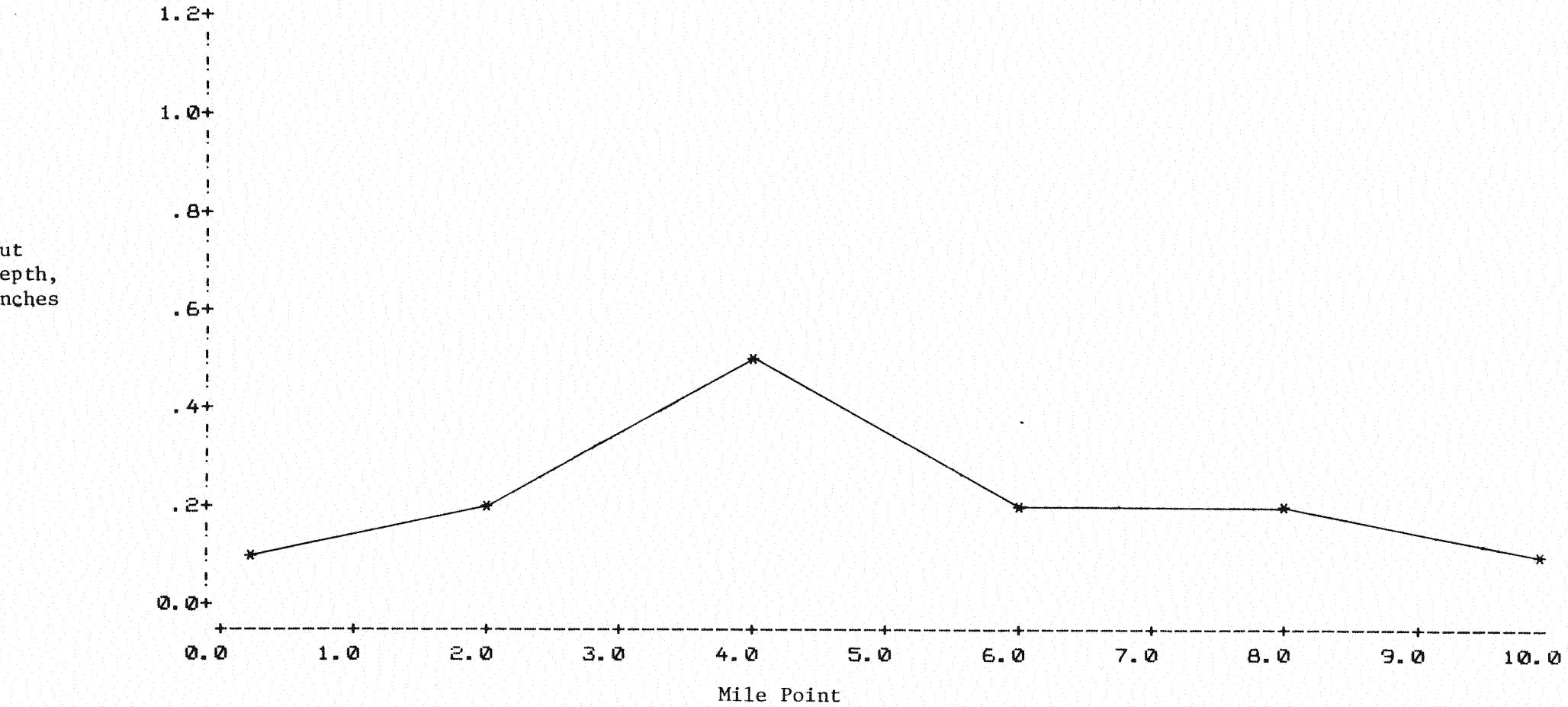
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84
PAVEMENT ID : I-35 SB (SITE 6)
LOCATION : OKLAHOMA

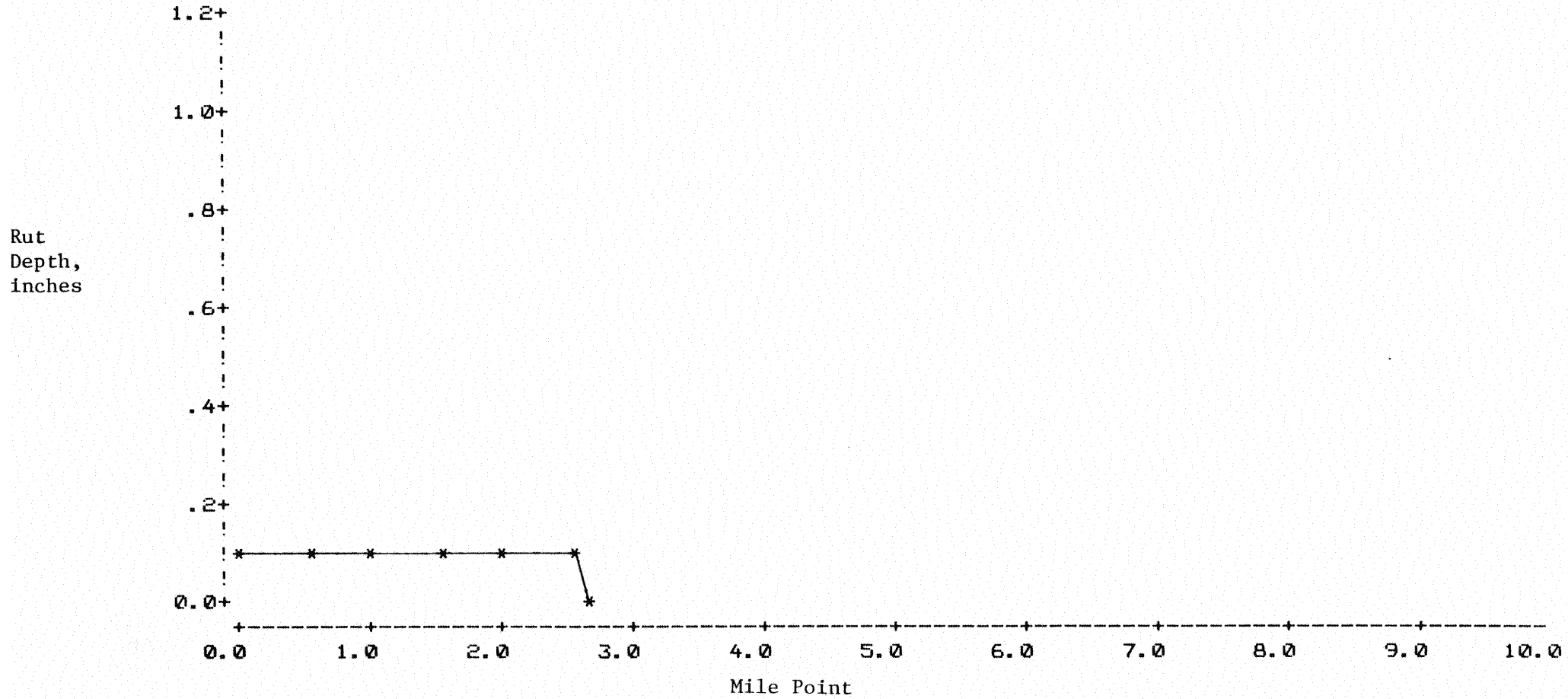
PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

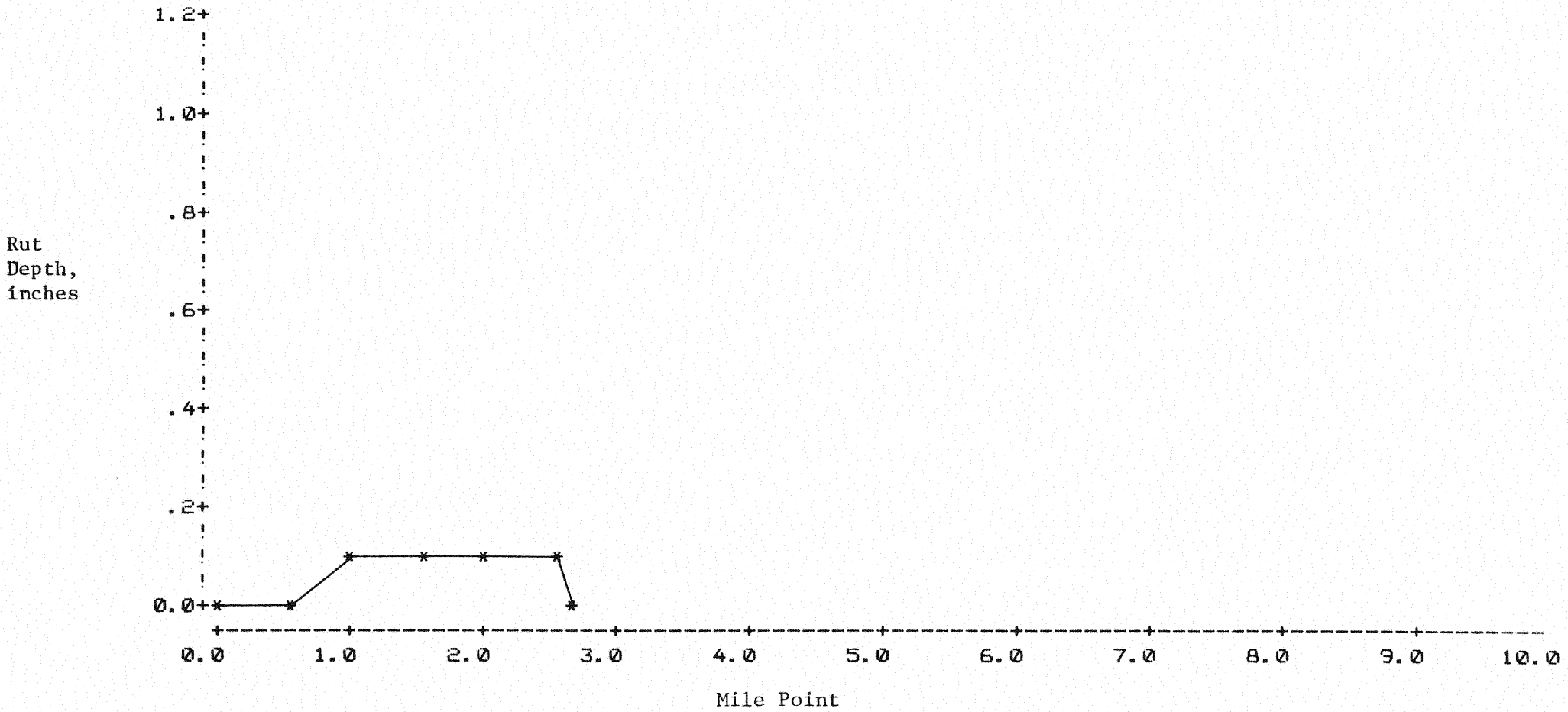
DATE : 06/84
PAVEMENT ID : US 75 NB (SITE 7)
LOCATION : OKLAHOMA

PROJECT NO : OK-1
CLIENT : ODOT



OKLAHOMA RUT DEPTH DATA

DATE : 06/84 PROJECT NO : OK-1
PAVEMENT ID : US 75 SB (SITE 7) CLIENT : ODOT
LOCATION : OKLAHOMA



SECTION 3
FALLING WEIGHT DEFLECTOMETER (FWD) DATA

FWD File Identification

Site No.	Direction	FWD File
1	EB	I40E2
	NB	I40W2
2	NB	OK693
	SB	OK692
3	EB	I40E1
	WB	I40W1
4	SB	OK691
5	NB	OK695
	SB	OK694
6	NB	I35N5
	SB	I35S5
7	NB	OK751
	SB	OK752
8	NB	I35N1
	SB	I35S1

File name: 140E2 RF recd: 07
 Date: 840608
 Roadway Number: 40
 Name: I-40 PCC EASTEND
 Radius of Plate: 5.91
 Detector distances from center:
 1 07 11 8 31 5 42 2 63 78 7
 Balling Heights: 124

File: 140E2 Rcd: 18 RemSt: 20
 40 I-40 PCC EASTEND
 Stn: 127 1 WHP: 1 Tmp: 78 1
 \ / 0 lbs 5000 9176 16752
 + * 0 D+1 1 7 3 4 5 8 0 0
 = = 0 D+2 1 6 3 2 5 8 0 0
 [] 0 D+3 1 6 3 1 5 6 0 0
 * * 0 D+4 1 2 2 5 4 4 0 0
 00 0 D+5 1 0 1 9 3 4 0 0
 07 0 D+6 0 7 1 4 2 6 0 0
 08 0 D+7 0 5 1 0 1 9 0 0

File: 140E2 Rcd: 22 RemSt: 19
 40 I-40 PCC EASTEND
 Stn: 127 01 WHP: 1 Tmp: 78 1
 \ / 0 lbs 5128 8984 16768
 + * 0 D+1 2 3 4 4 7 9 0 0
 = = 0 D+2 2 3 4 6 7 1 0 0
 [] 0 D+3 2 2 4 3 7 7 0 0
 * * 0 D+4 1 5 3 0 5 4 0 0
 00 0 D+5 1 1 2 1 3 8 0 0
 07 0 D+6 0 8 1 5 2 7 0 0
 08 0 D+7 0 6 1 1 2 9 0 0

File: 140E2 Rcd: 26 RemSt: 18
 40 I-40 PCC EASTEND
 Stn: 128 1 WHP: 1 Tmp: 78 1
 \ / 0 lbs 5072 9128 16944
 + * 0 D+1 1 8 3 7 5 9 0 0
 = = 0 D+2 1 7 3 7 5 9 0 0
 [] 0 D+3 1 6 3 2 5 7 0 0
 * * 0 D+4 1 2 2 5 4 4 0 0
 00 0 D+5 1 0 2 0 3 4 0 0
 07 0 D+6 0 8 1 9 3 6 0 0
 08 0 D+7 0 6 1 1 2 9 0 0

```

File: I40E2   Rcd: 30   RemSt: 17
40           I-40 PCC EASTBND
Stn: 128 01   WnP: 1     Tmp: 78 1
<> 0 lbs    5024    9232    16752
*+ 0 0+1    2 0     3 9     7 1     0 0
= 0 0+2    2 0     4 0     7 1     0 0
[] 0 0+3    2 0     4 0     7 1     0 0
** 0 0+4    1 4     2 9     5 1     0 0
00 0 0+5    1 1     2 2     3 9     0 0
07 0 0+6    0 0     1 6     3 9     0 0
08 0 0+7    0 7     1 3     2 1     0 0

```

```

File: I40E2   Rcd: 34   RemSt: 16
40           I-40 PCC EASTBND
Stn: 129 1   WnP: 1     Tmp: 78 1
<> 0 lbs    5096    9136    16728
*+ 0 0+1    2 3     4 5     8 1     0 0
= 0 0+2    2 2     4 3     7 8     0 0
[] 0 0+3    2 1     4 1     7 5     0 0
** 0 0+4    1 7     3 3     6 1     0 0
00 0 0+5    1 4     2 6     4 9     0 0
07 0 0+6    1 0     2 0     3 6     0 0
08 0 0+7    0 7     1 5     2 7     0 0

```

```

File: I40E2   Rcd: 38   RemSt: 15
40           I-40 PCC EASTBND
Stn: 129 01   WnP: 1     Tmp: 78 1
<> 0 lbs    4936    9194    16432
*+ 0 0+1    4 2     8 3     13 2     0 0
= 0 0+2    4 0     9 3     14 5     0 0
[] 0 0+3    1 7     3 0     7 8     0 0
** 0 0+4    1 2     2 0     5 5     0 0
00 0 0+5    0 9     2 2     4 9     0 0
07 0 0+6    0 6     1 7     2 9     0 0
08 0 0+7    0 5     1 3     2 2     0 0

```

```

File: I40E2   Rcd: 42   RemSt: 14
40           I-40 PCC EASTBND
Stn: 136 1   WnP: 1     Tmp: 78 1
<> 0 lbs    5160    9336    16672
*+ 0 0+1    2 5     4 8     9 8     0 0
= 0 0+2    2 4     4 7     9 4     0 0
[] 0 0+3    2 3     4 4     9 1     0 0
** 0 0+4    1 9     3 7     7 7     0 0
00 0 0+5    1 4     2 9     5 3     0 0
07 0 0+6    1 1     2 1     3 9     0 0
08 0 0+7    0 7     1 5     2 8     0 0

```

```

File: I40E2   Pcb: 46   RemSt: 13
40          I-40 FCC EASTEND
Stn: 130 01   WHP: 1     Tm: 78 1
\/:0 10s   5032   9272   16544   0
*:0 0+1    2 9    5 9    10 6    0 0
=:0 0+2    3 1    6 1    11 0    0 0
[]:0 0+3    3 0    5 9    10 8    0 0
@@:0 0+4    2 2    4 4    7 9    0 0
00:0 0+5    1 6    3 2    6 0    0 0
07:0 0+6    1 2    2 4    4 4    0 0
08:0 0+7    0 0    1 0    3 1    0 0

```

```

File: I40E2   Pcb: 50   RemSt: 12
40          I-40 FCC EASTEND
Stn: 132 1    WHP: 1     Tm: 78 1
\/:0 10s   5254   9360   16776   0
*:0 0+1    2 1    4 0    7 2    0 0
=:0 0+2    2 0    3 0    6 0    0 0
[]:0 0+3    2 0    3 7    6 0    0 0
@@:0 0+4    1 5    2 9    5 0    0 0
00:0 0+5    1 0    2 2    4 0    0 0
07:0 0+6    0 9    1 6    3 9    0 0
08:0 0+7    0 7    1 1    3 1    0 0

```

```

File: I40E2   Pcb: 54   RemSt: 11
40          I-40 FCC EASTEND
Stn: 132 01   WHP: 1     Tm: 78 1
\/:0 10s   5040   9240   16504   0
*:0 0+1    3 6    6 7    11 0    0 0
=:0 0+2    3 9    7 4    13 0    0 0
[]:0 0+3    3 6    5 5    10 2    0 0
@@:0 0+4    1 9    3 7    6 7    0 0
00:0 0+5    1 4    2 5    4 6    0 0
07:0 0+6    1 0    1 7    3 0    0 0
08:0 0+7    0 6    1 1    3 0    0 0

```


File Name: 140W2 HF Recs: 97
 Date: 840808
 Record Number: 40
 Name: 1-40 PCC WESTBND
 Plate: 5 91
 Detector: Distances from center:
 1 8 11 9 31 5 47 2 67 78.7
 Falline Heights: 124

File: 140W2 Pcc: 18 Rems: 30
 40 1-40 PCC WESTBND
 Star: 130 1 WHP: 1 Tmp: 78 1
 00:0 18s 5232 9128 16696 0 0
 01:0 0+1 2 4 4 6 8 0 0 0
 02:0 0+2 2 3 4 3 7 0 0 0
 03:0 0+3 2 2 4 2 7 5 0 0
 04:0 0+4 1 6 3 1 5 0 0 0
 05:0 0+5 1 2 2 2 4 1 0 0
 06:0 0+6 0 8 1 5 2 0 0 0
 08:0 0+7 0 7 1 0 1 0 0 0

Falline Heights: 124

File: 140W2 Pcc: 22 Rems: 19
 40 1-40 PCC WESTBND
 Star: 132 01 WHP: 1 Tmp: 78 1
 00:0 18s 5088 9128 16832 0 0
 01:0 0+1 2 5 0 1 9 0 0 0
 02:0 0+2 2 7 0 3 9 6 0 0
 03:0 0+3 2 6 4 0 9 0 0 0
 04:0 0+4 1 7 3 3 5 0 0 0
 05:0 0+5 1 2 2 3 4 1 0 0
 06:0 0+6 0 8 1 6 2 0 0 0
 08:0 0+7 0 6 1 0 2 0 0 0

File: 140W2 Pcc: 25 Rems: 18
 40 1-40 PCC WESTBND
 Star: 130 1 WHP: 1 Tmp: 78 1
 00:0 18s 5136 9128 16872 0 0
 01:0 0+1 2 7 5 0 9 0 0 0
 02:0 0+2 2 5 0 5 9 0 0 0
 03:0 0+3 2 5 4 0 9 0 0 0
 04:0 0+4 1 9 3 0 7 0 0 0
 05:0 0+5 1 6 3 0 5 4 0 0
 06:0 0+6 1 2 2 3 4 1 0 0
 08:0 0+7 0 9 1 0 3 0 0 0

File: 14002 Rcc: 42 Pch: 14
 40 I-40 PCC WESTEND
 S+n: 128 1 WHP 1 Tmp: 78 1

<<	lbe	5194	9120	16824		
+	0+1	2 1	4 1	7 5	0 0	0 0
=	0+2	2 0	3 9	7 0	0 0	0 0
□	0+3	1 9	3 7	5 0	0 0	0 0
⊗	0+4	1 5	3 0	5 3	0 0	0 0
00	0+5	1 0	2 3	4 0	0 0	0 0
07	0+6	0 9	1 7	3 1	0 0	0 0
08	0+7	0 6	1 2	2 1	0 0	0 0

File: 14002 Rcc: 30 Pch: 17
 40 I-40 PCC WESTEND
 S+n: 120 01 WHP 1 Tmp: 78 1

<<	lbe	4095	8920	16375		
+	0+1	5 1	10 5	16 4	0 0	0 0
=	0+2	5 9	11 7	18 0	0 0	0 0
□	0+3	1 0	4 2	9 0	0 0	0 0
⊗	0+4	1 4	3 1	5 7	0 0	0 0
00	0+5	1 1	2 2	4 0	0 0	0 0
07	0+6	0 8	1 6	3 3	0 0	0 0
08	0+7	0 5	1 3	2 4	0 0	0 0

File: 14002 Rcc: 34 Pch: 16
 40 I-40 PCC WESTEND
 S+n: 129 1 WHP 1 Tmp: 78 1

<<	lbe	5200	9135	16710		
+	0+1	3 7	5 3	9 5	0 0	0 0
=	0+2	2 7	3 1	3 2	0 0	0 0
□	0+3	3 5	4 9	8 0	0 0	0 0
⊗	0+4	0 0	0 9	7 1	0 0	0 0
00	0+5	1 5	3 1	5 5	0 0	0 0
07	0+6	1 2	2 3	4 3	0 0	0 0
08	0+7	0 9	1 0	3 4	0 0	0 0

File: 14002 Rcc: 38 Pch: 15
 40 I-40 PCC WESTEND
 S+n: 129 01 WHP 1 Tmp: 78 1

<<	lbe	4994	8932	16316		
+	0+1	5 3	11 1	17 1	0 0	0 0
=	0+2	7 1	15 4	19 4	0 0	0 0
□	0+3	1 0	3 9	5 7	0 0	0 0
⊗	0+4	1 3	3 0	5 0	0 0	0 0
00	0+5	1 5	2 1	4 2	0 0	0 0
07	0+6	0 8	1 7	3 9	0 0	0 0
08	0+7	0 7	1 4	3 4	0 0	0 0

```

File: I40W2   Rcd: 46   RemSt: 13
40   I-40 FCC WESTBND
Stn: 128 01   WHP: 1   Twp: 78 1
  <:0 1bs  4896  9000  16248
  +:0 0+1  3.9  7.5  13.1  0.0
  =:0 0+2  4.4  8.5  14.7  0.0
  []:0 0+3  1.5  3.1  5.6  0.0
  **:0 0+4  1.1  2.3  4.2  0.0
  00:0 0+5  0.8  1.8  3.1  0.0
  07:0 0+6  0.6  1.3  2.4  0.0
  09:0 0+7  0.5  1.0  1.8  0.0

```

```

File: I40W2   Rcd: 50   RemSt: 13
40   I-40 FCC WESTBND
Stn: 127 1    WHP: 1   Twp: 78 1
  <:0 1bs  5032  9064  16728
  +:0 0+1  2.0  4.0  7.0  0.0
  =:0 0+2  2.0  4.0  7.0  0.0
  []:0 0+3  1.0  3.7  5.7  0.0
  **:0 0+4  1.0  3.0  5.4  0.0
  00:0 0+5  1.2  2.3  4.2  0.0
  07:0 0+6  0.8  1.7  3.1  0.0
  08:0 0+7  0.6  1.1  2.0  0.0

```

```

File: I40W2   Rcd: 54   RemSt: 11
40   I-40 FCC WESTBND
Stn: 127 01   WHP: 1   Twp: 78 1
  <:0 1bs  4976  9152  16592
  +:0 0+1  3.1  6.1  12.0  0.0
  =:0 0+2  3.3  6.6  11.7  0.0
  []:0 0+3  2.6  5.5  9.9  0.0
  **:0 0+4  1.9  3.7  5.6  0.0
  00:0 0+5  1.2  2.5  4.5  0.0
  07:0 0+6  0.8  1.7  3.0  0.0
  08:0 0+7  0.6  1.2  2.1  0.0

```

File name: OK697 HP recs: 117
 Date: 840605
 Roadway Number: 69
 Name: MCALISTER US69 NORTHEND
 Radius of Plate: 5.91
 Detector Distances from center:
 7.87 11.8 22.6 39.4 55.1 70.9
 Fallline Heights: 1223

File: OK697 Rec: 18 Pans: 20
 59 MCALISTER US69 NORTHEND
 Stn: 4 54 WHP: 1 Top: 79.1
 77.0 18.5 54.32 93.60 92.24 113.00
 #+ 0 0+1 7.9 12.1 12.1 14.7
 =+ 0 0+2 3.4 8.7 5.7 6.5
 [] 0 0+3 2.5 4.9 4.0 4.4
 %% 0 0+4 1.7 3.3 3.3 4.0
 00 0 0+5 1.0 2.0 2.0 2.5
 07 0 0+6 0.5 1.3 1.3 1.5
 08 0 0+7 0.4 0.7 0.6 0.8

File: OK697 Rec: 23 Pans: 19
 59 MCALISTER US69 NORTHEND
 Stn: 4 4 WHP: 1 Top: 79.1
 77.0 18.5 52.56 91.04 91.04 111.50
 #+ 0 0+1 5.9 11.2 11.1 12.9
 =+ 0 0+2 4.0 7.9 7.9 10.9
 [] 0 0+3 3.1 5.4 5.4 7.1
 %% 0 0+4 2.2 4.5 4.5 5.9
 00 0 0+5 1.3 2.7 2.7 3.4
 07 0 0+6 0.7 1.5 1.5 2.0
 08 0 0+7 0.5 1.0 1.0 1.2

File: OK697 Rec: 28 Pans: 18
 59 MCALISTER US69 NORTHEND
 Stn: 4 2 WHP: 1 Top: 79.1
 77.0 18.5 52.40 90.80 90.05 111.00
 #+ 0 0+1 7.0 13.5 13.5 15.9
 =+ 0 0+2 5.3 10.4 10.4 13.1
 [] 0 0+3 4.4 8.9 8.9 11.1
 %% 0 0+4 3.0 6.2 6.1 7.9
 00 0 0+5 1.7 3.5 3.5 4.4
 07 0 0+6 0.8 1.6 1.6 2.3
 08 0 0+7 0.5 0.9 0.9 1.2

File: 0K693 P02 39 Page: 17
 MOHLISTER US69 NORTHERND
 Step: 4 WHP: 1 Temp: 78 1

✓	0	16s	51.52	94.52	93.44	113.44
+	0	0+1	46.52	12.44	12.44	17.44
=	0	0+2	34.52	8.44	8.44	13.44
□	0	0+3	23.52	4.44	4.44	9.44
⊗	0	0+4	12.52	1.44	1.44	5.44
00	0	0+5	1.52	0.44	0.44	0.44
07	0	0+6	0.52	0.44	0.44	0.44
09	0	0+7	0.52	0.44	0.44	0.44

File: 0K693 P02 39 Page: 17
 MOHLISTER US69 NORTHERND
 Step: 8 WHP: 1 Temp: 78 1

✓	0	16s	51.60	89.64	88.00	111.75
+	0	0+1	42.77	24.66	24.66	30.00
=	0	0+2	31.00	16.00	16.00	20.00
□	0	0+3	20.00	10.00	10.00	15.00
⊗	0	0+4	12.00	5.00	5.00	7.00
00	0	0+5	5.00	1.00	1.00	2.00
07	0	0+6	3.00	0.75	0.75	1.00
08	0	0+7	2.00	0.50	0.50	0.75

File: 0K693 P02 43 Page: 15
 MOHLISTER US69 NORTHERND
 Step: 6 WHP: 1 Temp: 78 1

✓	0	16s	47.36	86.72	88.64	100.00
+	0	0+1	15.55	33.20	32.44	40.00
=	0	0+2	10.33	21.77	21.33	27.00
□	0	0+3	6.66	14.67	14.44	18.00
⊗	0	0+4	2.00	4.00	4.00	5.00
00	0	0+5	0.77	1.55	1.55	2.00
07	0	0+6	0.55	1.11	1.11	1.33
09	0	0+7	0.55	1.11	1.11	1.33

File: 0K693 P02 46 Page: 14
 MOHLISTER US69 NORTHERND
 Step: 4 WHP: 1 Temp: 79 1

✓	0	16s	51.52	89.44	88.52	110.75
+	0	0+1	40.33	37.55	36.33	44.00
=	0	0+2	30.00	27.00	26.44	31.00
□	0	0+3	20.00	18.00	17.00	20.00
⊗	0	0+4	10.00	9.00	8.00	10.00
00	0	0+5	5.00	4.50	4.00	5.00
07	0	0+6	3.00	2.75	2.50	3.00
05	0	0+7	2.00	1.80	1.60	2.00

```

File: OK697  Pcd: 57  Rem: 117
59 MCHLISTER US69 NORTHERND
Str: 2 WHP: 1 Tmp: 78 1
  0 16# 48 16 99 99 99 99 113 74
  + 0 0+1 11 9 21 9 21 9 21 9 21
  = 0 0+2 6 9 15 9 15 9 15 9 15
  [ ] 0 0+3 4 9 9 9 4 9 9 9 4 9
  % 0 0+4 1 9 3 9 3 9 3 9 3 9
  00 0 0+5 6 9 6 9 6 9 6 9 6 9
  07 0 0+6 6 9 6 9 6 9 6 9 6 9
  09 0 0+7 6 9 6 9 6 9 6 9 6 9

```

```

File: OK697  Pcd: 58  Rem: 117
59 MCHLISTER US69 NORTHERND
Str: 2 WHP: 1 Tmp: 78 1
  0 16# 50 99 91 99 91 99 91 99 91
  + 0 0+1 4 9 9 9 4 9 9 9 4 9
  = 0 0+2 3 9 3 9 3 9 3 9 3 9
  [ ] 0 0+3 2 1 4 7 4 7 4 7 4 7
  % 0 0+4 1 9 2 1 2 2 2 2 2 2
  00 0 0+5 9 9 1 9 1 9 1 9 1 9
  07 0 0+6 9 9 9 9 9 9 9 9 9 9
  09 0 0+7 9 9 9 9 9 9 9 9 9 9

```

```

File: OK697  Pcd: 57  Rem: 111
59 MCHLISTER US69 NORTHERND
Str: 1 6 WHP: 1 Tmp: 78 1
  0 16# 48 99 99 99 99 99 99 99 113 74
  + 0 0+1 18 9 37 9 37 9 37 9 37 9
  = 0 0+2 13 9 26 9 26 9 26 9 26 9
  [ ] 0 0+3 9 9 18 9 18 9 18 9 18 9
  % 0 0+4 9 9 9 9 9 9 9 9 9 9
  00 0 0+5 9 9 1 9 1 9 1 9 1 9
  07 0 0+6 9 9 2 9 2 9 2 9 2 9
  09 0 0+7 9 9 6 9 6 9 6 9 6 9

```

```

File: OK697  Pcd: 58  Rem: 116
59 MCHLISTER US69 NORTHERND
Str: 1 6 WHP: 1 Tmp: 78 1
  0 16# 48 99 99 99 99 99 99 99 113 74
  + 0 0+1 2 9 4 9 4 9 4 9 4 9 4 9
  = 0 0+2 2 9 4 9 4 9 4 9 4 9 4 9
  [ ] 0 0+3 2 9 4 9 4 9 4 9 4 9 4 9
  % 0 0+4 2 9 4 9 4 9 4 9 4 9 4 9
  00 0 0+5 2 9 4 9 4 9 4 9 4 9 4 9
  07 0 0+6 2 9 4 9 4 9 4 9 4 9 4 9
  09 0 0+7 2 9 4 9 4 9 4 9 4 9 4 9

```

```

File: OKP03      P02:73      Rep:0:0
59      NORTHSTER US69 NORTHEND
9+0:1 2      WSP:1      Tmp:78 1
  / 09 169 47 20 89 60 89 60 110 70
*# 09 0+1 19 0 37 2 35 9 49 0
## 09 0+2 13 7 25 5 25 7 31 1
[] 09 0+3 9 1 18 1 17 6 21 5
### 09 0+4 2 0 6 2 6 2 7 4
00 09 0+5 0 0 1 6 1 6 2 1
07 09 0+6 0 5 1 0 1 0 1 1
08 09 0+7 0 4 0 0 0 0 1 0

```

```

File: OKP03      P02:73      Rep:0:0
59      NORTHSTER US69 NORTHEND
9+0:1 2      WSP:1      Tmp:78 1
  / 09 169 47 20 89 60 89 60 110 70
*# 09 0+1 19 0 37 2 35 9 49 0
## 09 0+2 13 7 25 5 25 7 31 1
[] 09 0+3 9 1 18 1 17 6 21 5
### 09 0+4 2 0 6 2 6 2 7 4
00 09 0+5 0 0 1 6 1 6 2 1
07 09 0+6 0 5 1 0 1 0 1 1
08 09 0+7 0 4 0 0 0 0 1 0

```

File name: OK692 RP recs: 217
 Date: 940504
 Job/Run Number: 69
 Name: MCALISTER US69 SOUTHEND
 Radius of Plate: 150
 Detector distances from center:
 200 300 400 1000 1400 1800
 Falline Heights: 1223

File: OK692 Rcd: 18 Rans: 40
 69 MCALISTER US69 SOUTHEND
 C/n: 1.2 WHP: 1 Tsp: 100
 \/\ 0 16s 4736 8846 8900 10072
 #+ 0 0+1 12 1 21 7 21 3 25 4
 == 0 0+2 8 1 15 1 15 0 19 0
 [] 0 0+3 5 2 16 3 16 3 12 5
 @ 0 0+4 2 5 4 3 4 3 2 5
 00 0 0+5 0 0 1 6 6 0 1
 07 0 0+6 0 4 0 0 0 0 0
 08 0 0+7 0 2 0 0 0 0 0

File: OK692 Rcd: 23 Rans: 30
 69 MCALISTER US69 SOUTHEND
 C/n: 1.4 WHP: 1 Tsp: 100
 \/\ 0 16s 4736 8872 8912 11040
 #+ 0 0+1 12 1 21 7 21 3 25 4
 == 0 0+2 8 1 15 1 15 0 19 0
 [] 0 0+3 5 2 16 3 16 3 12 5
 @ 0 0+4 2 5 4 3 4 3 2 5
 00 0 0+5 0 0 1 6 6 0 1
 07 0 0+6 0 4 0 0 0 0 0
 08 0 0+7 0 2 0 0 0 0 0

File: OK692 Rcd: 28 Rans: 38
 69 MCALISTER US69 SOUTHEND
 C/n: 1.6 WHP: 1 Tsp: 100
 \/\ 0 16s 4736 8872 8912 11040
 #+ 0 0+1 11 5 21 2 20 0 25 0
 == 0 0+2 7 5 14 6 14 3 17 0
 [] 0 0+3 5 0 16 3 16 2 12 0
 @ 0 0+4 2 0 4 5 4 5 2 0
 00 0 0+5 0 0 1 6 6 0 1
 07 0 0+6 0 3 0 0 0 0 0
 08 0 0+7 0 2 0 0 0 0 0

File:OK692 Rcd:35 RemSt:37
 69 MCALISTER US69 SOUTHEND
 Stn:1 8 WHP:1 Tmp:100
 <<:0 lbs 4912 8832 8864 10920
 ++:0 D+1 7 8 14 9 14 8 18 7
 ==:0 D+2 5 3 10 4 10 3 13 7
 []:0 D+3 3 7 7 6 7 7 9 6
 **:0 D+4 1 9 3 9 3 9 4 9
 00:0 D+5 0 7 1 5 1 5 1 9
 07:0 D+6 0 3 0 6 0 6 0 8
 09:0 D+7 0 2 0 4 0 4 0 4

File:OK692 Rcd:38 RemSt:36
 69 MCALISTER US69 SOUTHEND
 Stn:2 WHP:1 Tmp:100
 <<:0 lbs 4528 8704 8728 10924
 ++:0 D+1 16 2 36 1 39 2 35 7
 ==:0 D+2 11 1 22 1 21 5 26 3
 []:0 D+3 7 1 15 3 15 1 19 0
 **:0 D+4 3 1 7 2 7 3 9 4
 00:0 D+5 1 4 3 2 3 2 4 2
 07:0 D+6 0 8 1 7 1 7 2 5
 09:0 D+7 0 5 1 1 1 1 1 5

File:OK692 Rcd:42 RemSt:35
 69 MCALISTER US69 SOUTHEND
 Stn:2 2 WHP:1 Tmp:100
 <<:0 lbs 4856 8776 8816 10932
 ++:0 D+1 9 6 19 2 19 6 23 7
 ==:0 D+2 6 5 13 9 13 8 17 4
 []:0 D+3 4 9 10 9 10 9 14 9
 **:0 D+4 2 9 6 7 5 7 9 7
 00:0 D+5 1 4 3 3 3 3 4 4
 07:0 D+6 0 8 1 8 1 8 2 7
 09:0 D+7 0 5 1 0 1 1 1 4

File:OK692 Rcd:48 RemSt:34
 69 MCALISTER US69 SOUTHEND
 Stn:2 4 WHP:1 Tmp:100
 <<:0 lbs 4728 8632 8664 10928
 ++:0 D+1 10 4 18 7 17 7 21 9
 ==:0 D+2 5 4 10 5 10 3 12 6
 []:0 D+3 3 3 6 9 5 8 9 4
 **:0 D+4 1 5 3 4 3 4 4 9
 00:0 D+5 0 7 1 4 1 4 1 9
 07:0 D+6 0 4 0 8 0 8 1 7
 09:0 D+7 0 3 0 5 0 5 0 7

```

File: OK592   Page: 59   Page+: 71
59          MCHLISTER US69 SOUTHBND
Site: 2 5      WMP: 1      Temp: 190
00:00 169 4 12 8840 8840 18400
**00 D+1 3 9 820 820 7000
==00 D+2 2 5 450 450 2000
[]00 D+3 1 0 0 0 0 0
###00 D+4 5 0 150 150 1000
00:00 D+5 1 0 0 0 0 0
07:00 D+6 0 0 0 0 0 0
08:00 D+7 0 4 1 1 1 3 4 4

```

```

File: OK592   Page: 59   Page+: 71
59          MCHLISTER US69 SOUTHBND
Site: 2 8      WMP: 1      Temp: 190
00:00 169 4 12 8840 8840 18400
**00 D+1 6 0 180 180 10000
==00 D+2 6 7 120 120 10000
[]00 D+3 4 1 0 0 11000
###00 D+4 2 1 4 4 4 5
00:00 D+5 0 0 1 1 1 0 4
07:00 D+6 0 4 0 0 0 0 0
08:00 D+7 0 2 0 0 0 0 0

```

```

File: OK592   Page: 59   Page+: 71
59          MCHLISTER US69 SOUTHBND
Site: 4      WMP: 1      Temp: 190
00:00 169 4 12 8840 8840 18400
**00 D+1 13 0 250 250 3000
==00 D+2 9 4 180 180 2000
[]00 D+3 0 0 100 100 1000
###00 D+4 0 2 0 0 0 0 0
00:00 D+5 1 4 0 0 1 0 0
07:00 D+6 0 0 1 1 1 0 0
08:00 D+7 0 0 1 0 1 0 4

```

```

File: OK592   Page: 59   Page+: 71
59          MCHLISTER US69 SOUTHBND
Site: 4 2      WMP: 1      Temp: 190
00:00 169 4 12 8840 8840 18400
**00 D+1 10 0 240 240 2000
==00 D+2 10 1 180 180 2000
[]00 D+3 0 1 140 140 1000
###00 D+4 0 0 7 7 4 0 0
00:00 D+5 1 0 0 0 1 4 4
07:00 D+6 0 0 1 1 1 1 0
08:00 D+7 0 0 1 0 1 1 4

```

```

File: 0K692   Fee: 75   Fee 5+: 100
59   MORLISTER US69 90 100
Step: 4 4   WHP: 1   Tmp: 100
>>:0 169   4 0 4   0 0 4   0 0 4   100 75
*#:0 0+1   4 0 4   13 0 0   10 0 0   100 75
#=:0 0+2   4 0 4   7 0 0   6 0 0   100 75
[]:0 0+3   4 0 4   4 0 0   4 0 0   100 75
@@:0 0+4   1 0 0   0 0 0   0 0 0   100 75
00:0 0+5   1 0 0   0 0 0   0 0 0   100 75
07:0 0+6   0 0 0   1 0 0   1 0 0   100 75
09:0 0+7   0 0 0   0 0 0   1 0 0   100 75

```

```

File: 0K692   Fee: 75   Fee 5+: 100
59   MORLISTER US69 SOUTHEND
Step: 4 54   WHP: 1   Tmp: 100
>>:0 169   4 0 0   0 0 4   0 0 4   100 75
*#:0 0+1   4 0 0   10 0 0   10 0 0   100 75
#=:0 0+2   4 0 0   14 0 0   14 0 0   100 75
[]:0 0+3   5 0 0   11 0 0   11 0 0   100 75
@@:0 0+4   2 0 0   0 0 0   0 0 0   100 75
00:0 0+5   1 0 0   0 0 0   0 0 0   100 75
07:0 0+6   0 0 0   0 0 0   0 0 0   100 75
09:0 0+7   0 0 0   0 0 0   0 0 0   100 75

```

File Name: I40E1 TR Name: 117
 Date: 840807
 Roadway Number: 40
 Name: I-40 EASTEND FROM SR30
 Radius of Curve: 500
 Detector Distances from center:
 11.8 23.6 39.4 55.1 70.9
 Fallline Heights: 224

File: I40E1 Pcc: 16 Pavg+: 25
 40 I-40 EASTEND FROM SR30
 S+1: 7 WHP: 1 Tmp: 115
 10 10# 9940 9924 16232 0
 4+ 0 0+1 9 9 8 6 16 9 0 0
 = 0 0+2 5 2 5 1 11 5 0 0
 0 0 0+3 5 4 5 3 9 9 0 0
 00 0 0+4 3 7 3 7 7 0 0 0
 00 0 0+5 2 2 2 2 4 2 0 0
 07 0 0+6 1 5 1 5 2 0 0 0
 09 0 0+7 1 1 1 0 2 0 0 0

File: I40E1 Pcc: 20 Pavg+: 24
 40 I-40 EASTEND FROM SR30
 S+1: 7 WHP: 1 Tmp: 115
 10 10# 9940 9932 15224 0
 4+ 0 0+1 7 5 7 4 13 4 0 0
 = 0 0+2 5 0 5 0 9 0 0 0
 0 0 0+3 4 1 4 1 7 7 0 0
 00 0 0+4 2 7 2 7 5 1 0 0
 00 0 0+5 1 0 1 0 3 0 0 0
 07 0 0+6 1 3 1 2 2 4 0 0
 09 0 0+7 0 9 0 9 1 0 0 0

File: I40E1 Pcc: 24 Pavg+: 23
 40 I-40 EASTEND FROM SR30
 S+1: 6 WHP: 1 Tmp: 115
 10 10# 8880 8936 15320 0
 4+ 0 0+1 13 2 13 0 24 4 0 0
 = 0 0+2 10 5 10 5 19 0 0 0
 0 0 0+3 9 0 9 0 15 4 0 0
 00 0 0+4 5 0 5 0 10 0 0 0
 00 0 0+5 3 0 3 0 6 0 0 0
 07 0 0+6 1 0 1 0 3 0 0 0
 09 0 0+7 1 0 1 0 0 0 0 0

```

File: I40E1 Rcd:30 RemSt:20
40 I-40 EASTEND FROM SR30
Sta: WHP:1 Tpe:115
  0 10s 8984 9064 16160 0
  0 0+1 11 5 11 6 21 1 0 0
  0 0+2 9 7 9 8 17 5 0 0
  0 0+3 8 4 8 5 15 0 0 0
  0 0+4 5 5 5 4 9 9 0 0
  0 0+5 2 2 3 0 5 3 0 0
  0 0+6 1 7 1 7 3 1 0 0
  0 0+7 1 1 1 1 2 0 0 0

```

```

File: I40E1 Rcd:34 RemSt:21
40 I-40 EASTEND TO SR30
Sta:6 WHP:1 Tpe:115
  0 10s 8944 8920 16072 0
  0 0+1 18 0 17 7 30 9 0 0
  0 0+2 14 3 14 1 24 5 0 0
  0 0+3 12 0 11 8 20 5 0 0
  0 0+4 7 5 7 4 13 0 0 0
  0 0+5 3 8 3 8 6 8 0 0
  0 0+6 2 1 2 1 3 9 0 0
  0 0+7 1 3 1 3 2 5 0 0

```

```

File: I40E1 Rcd:38 RemSt:20
40 I-40 EASTEND TO SR30
Sta:5 WHP:1 Tpe:115
  0 10s 8680 8680 16160 0
  0 0+1 11 0 11 1 20 1 0 0
  0 0+2 8 6 8 5 14 9 0 0
  0 0+3 7 1 7 0 12 0 0 0
  0 0+4 4 0 3 9 6 9 0 0
  0 0+5 2 2 2 1 3 0 0 0
  0 0+6 1 4 1 4 2 0 0 0
  0 0+7 0 9 0 9 1 0 0 0

```

```

File: I40E1 Rcd:42 RemSt:19
40 I-40 EASTEND TO SR30
Sta:4 WHP:1 Tpe:115
  0 10s 9072 9064 16272 0
  0 0+1 12 2 11 9 19 7 0 0
  0 0+2 8 4 8 3 14 0 0 0
  0 0+3 6 6 6 6 11 0 0 0
  0 0+4 4 1 4 1 7 0 0 0
  0 0+5 2 3 2 3 3 0 0 0
  0 0+6 1 4 1 3 2 0 0 0
  0 0+7 1 0 1 0 1 0 0 0

```

```

File: 140E1   Rcd: 46   RemSt: 18
40          I-40 EASTEND TO SR30
Stp: 7      WHP: 1      Tmp: 115
<> 0 166 9064 9056 16432
++ 0 0+1 14 6 14 6 25 6 0 0
== 0 0+2 10 5 10 5 17 9 0 0
[] 0 0+3 8 5 8 5 14 9 0 0
### 0 0+4 3 3 3 4 9 1 0 0
00 0 0+5 3 3 3 1 9 0 0 0
07 0 0+6 1 2 2 0 3 4 0 0 0
09 0 0+7 1 2 1 0 2 0 0 0 0

```

```

File: 140E1   Rcd: 50   RemSt: 17
40          I-40 EASTEND TO SR30
Stp: 2      WHP: 1      Tmp: 115
<> 0 166 9072 9068 16600
++ 0 0+1 12 6 12 7 21 8 0 0
== 0 0+2 10 1 10 9 15 4 0 0
[] 0 0+3 8 5 8 4 13 7 0 0
### 0 0+4 5 1 5 1 8 4 0 0
00 0 0+5 2 5 2 5 4 6 0 0 0
07 0 0+6 1 5 1 5 2 8 0 0 0
09 0 0+7 1 0 1 0 1 0 0 0 0

```

```

File: 140E1   Rcd: 54   RemSt: 16
40          I-40 EASTEND TO SR30
Stp: 1      WHP: 1      Tmp: 115
<> 0 166 9258 9272 16800
++ 0 0+1 10 0 10 1 17 0 0 0
== 0 0+2 6 1 6 2 14 2 0 0
[] 0 0+3 5 0 5 9 11 0 0 0
### 0 0+4 4 0 4 2 7 0 0 0
00 0 0+5 2 3 2 3 4 0 0 0 0
07 0 0+6 1 5 1 5 2 0 0 0 0
09 0 0+7 1 0 1 0 2 0 0 0 0

```

```

File: 140E1   Rcd: 58   RemSt: 15
40          I-40 EASTEND TO SR30
Stp: 7      WHP: 1      Tmp: 115
<> 0 166 9048 9024 16360
++ 0 0+1 10 1 9 6 17 2 0 0
== 0 0+2 6 1 6 0 11 0 0 0
[] 0 0+3 5 7 4 7 9 5 0 0
### 0 0+4 3 9 2 9 5 3 0 0
00 0 0+5 1 0 1 7 3 2 0 0 0
07 0 0+6 1 2 1 2 2 1 0 0 0
09 0 0+7 0 0 0 0 1 5 0 0 0

```

```

F: 1e 148E1  FCG: 153  FPGS+: 114
49 1-40 EASTEND TO 8930
S+5 5 WMP: 1 Tmp: 115
0000 16# 60 4 88 32 16184
0000 0+1 10 0 14 5 25 0 0 0 0
0000 0+2 10 1 10 0 16 0 0 0 0
0000 0+3 10 2 0 0 14 0 0 0 0
0000 0+4 10 3 0 0 10 0 0 0 0
0000 0+5 10 4 0 0 0 0 0 0 0
0000 0+6 10 0 0 0 0 0 0 0 0
0000 0+7 1 4 1 3 2 0 0 0 0

```

```

F: 1e 148E1  FCG: 66  FPGS+: 117
49 1-40 EASTEND TO 8930
S+5 5 WMP: 1 Tmp: 115
0000 16# 90 4 88 20 16000
0000 0+1 10 0 13 0 23 0 0 0 0
0000 0+2 11 0 11 0 19 0 0 0 0
0000 0+3 10 0 0 0 15 0 0 0 0
0000 0+4 10 0 0 0 10 0 0 0 0
0000 0+5 10 4 0 0 0 0 0 0 0
0000 0+6 10 0 0 0 0 0 0 0 0
0000 0+7 1 0 1 0 0 0 0 0 0

```

```

F: 1e 148E1  FCG: 70  FPGS+: 112
49 1-40 EASTEND TO 8930
S+5 35 WMP: 1 Tmp: 115
0000 16# 10 0 88 80 15950
0000 0+1 10 0 10 0 20 0 0 0 0
0000 0+2 10 1 11 0 0 0 0 0 0
0000 0+3 10 1 10 0 0 0 0 0 0
0000 0+4 10 0 0 0 10 0 0 0 0
0000 0+5 10 0 0 0 0 0 0 0 0
0000 0+6 10 0 0 0 0 0 0 0 0
0000 0+7 1 1 1 0 0 0 0 0 0

```

```

F: 1e 148E1  FCG: 74  FPGS+: 111
49 1-40 EASTEND TO 8930
S+5 0 WMP: 1 Tmp: 115
0000 16# 10 0 88 40 15840
0000 0+1 10 0 10 0 20 0 0 0 0
0000 0+2 10 0 11 0 0 0 0 0 0
0000 0+3 10 0 0 0 10 0 0 0 0
0000 0+4 10 0 0 0 0 0 0 0 0
0000 0+5 10 0 0 0 0 0 0 0 0
0000 0+6 10 0 0 0 0 0 0 0 0
0000 0+7 1 1 1 0 0 0 0 0 0

```


File name: I40W1 HP recs: 117
 Date: 8-16-87
 Roadway Number: 40
 Name: I-40 WESTEND FROM SR30
 Radius: Flare: 5.91
 Detector distances from center:
 7.97 11.8 23.6 39.4 55.1 70.9
 Belline Heights: 224

File: I40W1 Rod: 18 RemS+: 25
 40 I-40 WESTEND FROM SR30
 Stn: 1 WHP: 1 Tmp: 95
 224.0 18# 8992 9120 16528 0
 244.0 0+1 10.8 10.8 19.7 0 0
 254.0 0+2 9.0 9.1 16.2 0 0
 264.0 0+3 7.0 7.0 13.9 0 0
 274.0 0+4 5.0 5.0 9.0 0 0
 284.0 0+5 2.9 2.9 5.2 0 0
 294.0 0+6 1.9 1.9 3.4 0 0
 304.0 0+7 1.9 1.9 2.5 0 0

File: I40W1 Rod: 22 RemS+: 24
 40 I-40 WESTEND FROM SR30
 Stn: 2 WHP: 1 Tmp: 95
 224.0 18# 9184 9160 16328 0
 244.0 0+1 9.5 9.4 17.1 0 0
 254.0 0+2 7.4 7.4 13.6 0 0
 264.0 0+3 6.3 6.3 11.0 0 0
 274.0 0+4 5.9 5.9 7.2 0 0
 284.0 0+5 2.9 2.9 4.2 0 0
 294.0 0+6 1.5 1.5 2.7 0 0
 304.0 0+7 1.0 1.0 1.9 0 0

File: I40W1 Rod: 26 RemS+: 23
 40 I-40 WESTEND FROM SR30
 Stn: 3 WHP: 1 Tmp: 95
 224.0 18# 9024 8976 16408 0
 244.0 0+1 11.3 11.2 19.9 0 0
 254.0 0+2 9.6 9.6 16.9 0 0
 264.0 0+3 8.4 8.4 14.0 0 0
 274.0 0+4 5.4 5.4 9.5 0 0
 284.0 0+5 3.1 3.1 5.5 0 0
 294.0 0+6 1.9 1.9 3.3 0 0
 304.0 0+7 1.1 1.1 2.2 0 0

File	140001	POB	00	POB	00
40	1-40	WEST	END	POB	00
0+0	5	WEST	END	POB	00
0+1	10	00	00	10	00
0+2	10	00	00	10	00
0+3	10	00	00	10	00
0+4	10	00	00	10	00
0+5	10	00	00	10	00
0+6	10	00	00	10	00
0+7	10	00	00	10	00

File	140001	POB	00	POB	00
40	1-40	WEST	END	POB	00
0+0	5	WEST	END	POB	00
0+1	10	00	00	10	00
0+2	10	00	00	10	00
0+3	10	00	00	10	00
0+4	10	00	00	10	00
0+5	10	00	00	10	00
0+6	10	00	00	10	00
0+7	10	00	00	10	00

File	140001	POB	00	POB	00
40	1-40	WEST	END	POB	00
0+0	5	WEST	END	POB	00
0+1	10	00	00	10	00
0+2	10	00	00	10	00
0+3	10	00	00	10	00
0+4	10	00	00	10	00
0+5	10	00	00	10	00
0+6	10	00	00	10	00
0+7	10	00	00	10	00

File	140001	POB	00	POB	00
40	1-40	WEST	END	POB	00
0+0	5	WEST	END	POB	00
0+1	10	00	00	10	00
0+2	10	00	00	10	00
0+3	10	00	00	10	00
0+4	10	00	00	10	00
0+5	10	00	00	10	00
0+6	10	00	00	10	00
0+7	10	00	00	10	00

```

File: I40W1   Pcc: 46   Remot: 16
40           I-40 WESTEND FROM SR30
Stn: 8       WHP: 1     Tmp: 95
XX:0 16s 89 36 90 60 16370 0 0
++:0 0+1 90 22 90 20 16170 0 0
==:0 0+2 90 20 90 20 16150 0 0
[]:0 0+3 90 20 90 20 16150 0 0
@@:0 0+4 90 20 90 20 16150 0 0
00:0 0+5 90 20 90 20 16150 0 0
07:0 0+6 1 0 1 0 1 0 0 0
08:0 0+7 1 0 1 0 1 0 0 0

```

```

File: I40W1   Pcc: 50   Remot: 17
40           I-40 WESTEND FROM SR30
Stn: 9       WHP: 1     Tmp: 95
XX:0 16s 91 22 91 64 16500 0 0
++:0 0+1 90 33 90 33 11000 0 0
==:0 0+2 90 44 90 44 10000 0 0
[]:0 0+3 90 47 90 47 8000 0 0
@@:0 0+4 90 47 90 47 6000 0 0
00:0 0+5 90 44 90 44 4000 0 0
07:0 0+6 1 3 1 3 3 3 0 0
08:0 0+7 1 3 1 3 3 3 0 0

```

```

File: I40W1   Pcc: 54   Remot: 16
40           I-40 WESTEND FROM SR30
Stn: 1       WHP: 1     Tmp: 95
XX:0 16s 91 20 90 26 16224 0 0
++:0 0+1 90 35 90 33 16100 0 0
==:0 0+2 90 39 90 39 12000 0 0
[]:0 0+3 90 35 90 35 10000 0 0
@@:0 0+4 90 33 90 33 6000 0 0
00:0 0+5 90 30 90 30 3000 0 0
07:0 0+6 1 2 1 2 2 2 0 0
08:0 0+7 9 9 9 9 1 0 0 0

```

```

File: I40W1   Pcc: 56   Remot: 15
40           I-40 WESTEND FROM SR30
Stn: 1       WHP: 1     Tmp: 95
XX:0 16s 92 20 95 70 17040 0 0
++:0 0+1 90 30 90 30 15000 0 0
==:0 0+2 90 30 90 30 9000 0 0
[]:0 0+3 90 30 90 30 8000 0 0
@@:0 0+4 90 30 90 30 6000 0 0
00:0 0+5 90 30 90 30 4000 0 0
07:0 0+6 1 1 1 1 1 1 0 0
08:0 0+7 1 1 1 1 1 1 0 0

```

```

File: I40W1   Rod: 52   RemSt: 14
40   I-40 WESTEND FROM SR30
Stn: 1 3      WHP: 1    Tmp: 95
77:0 165 89 52 89 69 16408 0 0
88:0 0+1 9 9 9 7 17 6 0 0
99:0 0+2 7 8 7 8 12 6 0 0
00:0 0+3 5 8 5 8 10 6 0 0
01:0 0+4 3 8 3 8 6 7 0 0
02:0 0+5 2 2 2 2 4 8 0 0
03:0 0+6 1 5 1 5 2 7 0 0
04:0 0+7 9 9 1 8 1 8 0 0

```

```

File: I40W1   Rod: 66   RemSt: 17
40   I-40 WESTEND FROM SR30
Stn: 1 3      WHP: 1    Tmp: 95
77:0 165 89 44 89 44 16464 0 0
88:0 0+1 18 4 18 4 19 8 0 0
99:0 0+2 8 5 8 5 15 6 0 0
00:0 0+3 7 1 7 1 13 8 0 0
01:0 0+4 4 7 4 7 8 5 0 0
02:0 0+5 2 8 2 8 5 1 0 0
03:0 0+6 1 8 1 8 3 6 0 0
04:0 0+7 1 2 1 2 3 9 0 0

```

```

File: I40W1   Rod: 70   RemSt: 12
40   I-40 WESTEND FROM SR30
Stn: 1 4      WHP: 1    Tmp: 95
77:0 165 90 88 89 84 16512 0 0
88:0 0+1 9 2 9 2 17 1 0 0
99:0 0+2 7 7 7 7 14 8 0 0
00:0 0+3 6 7 6 7 12 2 0 0
01:0 0+4 4 5 4 5 8 1 0 0
02:0 0+5 2 6 2 6 4 7 0 0
03:0 0+6 1 8 1 8 3 8 0 0
04:0 0+7 1 2 1 1 2 1 0 0

```

```

File: I40W1   Rod: 74   RemSt: 11
40   I-40 WESTEND FROM SR30
Stn: 1 5      WHP: 1    Tmp: 95
77:0 165 89 52 89 28 16392 0 0
88:0 0+1 9 4 9 4 17 1 0 0
99:0 0+2 6 1 6 1 14 8 0 0
00:0 0+3 7 2 7 2 13 8 0 0
01:0 0+4 5 1 5 1 9 3 0 0
02:0 0+5 3 3 3 3 6 8 0 0
03:0 0+6 2 2 2 2 3 9 0 0
04:0 0+7 1 5 1 5 2 8 0 0

```

```

File: I40W1   Rcd: 75   RemSt: 10
40           I-40 WESTEND FROM SR30
Stn: 2       WHP: 1     Tmp: 95
  >:0 16s   8784   8944   16392
# #:0 0+1   10 1   10 0   17.7   0 0
# #:0 0+2   7 5   7 5   13.2   0 0
[] #:0 0+3   6 2   6 2   11.1   0 0
###:0 0+4   4 0   4 0   7.1    0 0
00:0 0+5   2 3   2 3   4.2    0 0
07:0 0+6   1 5   1 5   2.7    0 0
09:0 0+7   1 1   1 1   2.0    0 0

```

```

File: I40W1   Rcd: 82   RemSt: 9
40           I-40 WESTEND FROM SR30
Stn: 3       WHP: 1     Tmp: 95
  >:0 16s   9596   9520   15900
# #:0 0+1   8 5   8 5   14.0   0 0
# #:0 0+2   7 3   7 2   12.6   0 0
[] #:0 0+3   6 3   6 2   10.0   0 0
###:0 0+4   3 9   3 9   6.0    0 0
00:0 0+5   2 3   2 2   4.0    0 0
07:0 0+6   1 4   1 4   2.5    0 0
09:0 0+7   1 0   1 0   1.9    0 0

```

```

File: I40W1   Rcd: 86   RemSt: 8
40           I-40 WESTEND FROM SR30
Stn: 4       WHP: 1     Tmp: 95
  >:0 16s   9424   9280   16392
# #:0 0+1   10 7   10 6   17.9   0 0
# #:0 0+2   9 0   9 0   15.0   0 0
[] #:0 0+3   7 7   7 7   12.0   0 0
###:0 0+4   4 7   4 7   7.0    0 0
00:0 0+5   2 5   2 5   4.1    0 0
07:0 0+6   1 4   1 4   2.5    0 0
09:0 0+7   0 9   0 9   1.7    0 0

```

```

File: I40W1   Rcd: 90   RemSt: 7
40           I-40 WESTEND FROM SR30
Stn: 5       WHP: 1     Tmp: 100
  >:0 16s   9016   8992   16160
# #:0 0+1   13 2   12 0   21.9   0 0
# #:0 0+2   9 7   9 5   15.9   0 0
[] #:0 0+3   7 6   7 5   12.5   0 0
###:0 0+4   3 7   3 6   6.4    0 0
00:0 0+5   1 8   1 9   3.4    0 0
07:0 0+6   1 2   1 2   2.4    0 0
09:0 0+7   1 0   1 0   1.9    0 0

```

```

File: I40W1   Pcd: 74   Remo: +5
40           I-40 WESTEND FROM SR30
Stn: 6       WHP: 1     Tmp: 100
<< 0 16s 8680 8704 15896 0 0
+* 0 0+1 20 9 20 9 20 9 0 0
== 0 0+2 15 9 15 9 20 9 0 0
[] 0 0+3 13 2 13 1 20 1 0 0
** 0 0+4 7 1 7 2 12 7 0 0
00 0 0+5 3 0 3 0 5 6 0 0
07 0 0+6 1 6 1 6 3 0 0 0
08 0 0+7 1 2 1 1 2 1 0 0

```

```

File: I40W1   Pcd: 96   Remo: +5
40           I-40 WESTEND FROM SR30
Stn: 7       WHP: 1     Tmp: 100
<< 0 16s 9008 9024 15016 0 0
+* 0 0+1 11 0 11 0 21 2 0 0
== 0 0+2 9 2 9 2 15 7 0 0
[] 0 0+3 7 0 7 0 14 1 0 0
** 0 0+4 4 0 4 0 6 0 0 0
00 0 0+5 2 6 2 6 4 0 0 0
07 0 0+6 1 4 1 4 2 7 0 0
08 0 0+7 0 0 0 0 1 7 0 0

```

```

File: I40W1   Pcd: 102  Remo: +4
40           I-40 WESTEND FROM SR30
Stn: 7.6     WHP: 1     Tmp: 100
<< 0 16s 8912 8912 16320 0 0
+* 0 0+1 14 3 14 3 25 5 0 0
== 0 0+2 11 3 11 4 20 3 0 0
[] 0 0+3 9 0 9 0 17 0 0 0
** 0 0+4 6 7 6 7 12 0 0 0
00 0 0+5 4 1 4 1 7 4 0 0
07 0 0+6 2 4 2 4 4 0 0 0
08 0 0+7 1 6 1 7 2 0 0 0

```

```

File: I40W1   Pcd: 106  Remo: +3
40           I-40 WESTEND FROM SR30
Stn: 7.7     WHP: 1     Tmp: 100
<< 0 16s 9064 9064 15576 0 0
+* 0 0+1 5 0 5 0 11 3 0 0
== 0 0+2 4 0 4 0 7 0 0 0
[] 0 0+3 3 4 3 4 5 0 0 0
** 0 0+4 2 4 2 4 4 0 0 0
00 0 0+5 1 5 1 5 2 0 0 0
07 0 0+6 1 1 1 1 1 0 0 0
08 0 0+7 3 7 3 7 4 0 0 0

```

```

File: 140W1   Rec: 110   Rep: 12
40           I-40 WESTEND FROM SP30
Stn: 7 78     WHP: 1     Tmp: 100
V: 0 100     2000     9004   16312
#: 0 0+1     0 3     0 2     14 0
=: 0 0+2     0 5     0 5     11 0
[]: 0 0+3    0 3     0 3     9 0
[]: 0 0+4    0 4     0 4     6 2
00: 0 0+5    0 2     0 2     4 1
07: 0 0+6    0 1     0 1     2 0
08: 0 0+7    0 1     0 1     2 0

```

File Name: OK691 Recd: 18 RemSt: 45
 Date: 1840564
 Plate Number: 69
 Name: OKLAHOMA US 69 SOUTHBND
 Ref: US of Plate: 5
 Detector distances - from center:
 1.87 11.8 31.5 47.2 53.78.7
 Falline Heights: 1223

File: OK691 Recd: 18 RemSt: 45
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 0 WHP: 1 Tmp: 89
 10:0 16m 5330 9072 9516 10050
 11:0 0+1 5 1 9 7 9 0 10 0
 12:0 0+2 4 3 6 1 8 0 9 0
 13:0 0+3 3 8 7 1 7 0 9 0
 14:0 0+4 1 9 6 0 6 0 4 0
 15:0 0+5 1 12 5 0 5 0 2 0
 17:0 0+6 0 7 1 4 1 3 1 1
 18:0 0+7 0 5 1 0 1 0 1 1

File: OK691 Recd: 23 RemSt: 44
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 2 WHP: 1 Tmp: 89
 10:0 16m 5295 9232 9872 10055
 11:0 0+1 5 2 12 0 12 4 17 0
 12:0 0+2 5 1 15 0 15 2 12 0
 13:0 0+3 4 4 8 0 8 0 11 0
 14:0 0+4 2 1 4 0 4 0 5 0
 15:0 0+5 1 2 2 4 2 4 3 0
 17:0 0+6 0 7 1 4 1 4 1 1
 18:0 0+7 0 5 1 0 1 0 1 1

File: OK691 Recd: 26 RemSt: 43
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 4 WHP: 1 Tmp: 89
 10:0 16m 5048 9184 9112 11000
 11:0 0+1 5 2 11 0 11 4 14 0
 12:0 0+2 5 1 8 0 8 4 11 0
 13:0 0+3 4 5 6 0 6 4 10 0
 14:0 0+4 1 9 5 0 5 4 4 0
 15:0 0+5 1 12 5 0 5 0 2 0
 17:0 0+6 0 7 1 4 1 3 1 1
 18:0 0+7 0 5 1 0 1 0 1 1


```

File:OK691  Pcc:33  Pans+:42
69          OKLAHOMA US 69 SOUTHEND
Stn: 8      WHP:1      Tmp:99
<<:0 1bs  5416  9232  9144  11099
*+:0 0+1  5 6  10 9  10 8  17 3
=:0 0+2  5 8  9 5  9 4  11 5
[]:0 0+3  4 2  9 0  9 2  10 1
*~:0 0+4  2 1  4 1  4 1  5 5
00:0 0+5  1 1  2 0  2 2  3 1
07:0 0+6  0 5  0 0  1 0  1 1
09:0 0+7  0 4  0 0  0 7  0 0

```

```

File:OK691  Pcc:38  Pans+:41
69          OKLAHOMA US 69 SOUTHEND
Stn: 8      WHP:1      Tmp:99
<<:0 1bs  5192  8912  8792  10015
*+:0 0+1  7 9  14 0  14 7  19 1
=:0 0+2  6 5  12 5  12 4  15 3
[]:0 0+3  6 1  11 2  11 1  13 3
*~:0 0+4  2 4  4 7  4 8  5 0
00:0 0+5  1 7  3 9  2 9  3 0
07:0 0+6  0 0  1 5  1 4  2 0
08:0 0+7  0 2  0 4  0 5  0 0

```

```

File:OK691  Pcc:43  Pans+:40
69          OKLAHOMA US 69 SOUTHEND
Stn:1      WHP:1      Tmp:99
<<:0 1bs  5416  9384  9486  11034
*+:0 0+1  5 8  11 5  11 5  14 4
=:0 0+2  4 9  9 0  9 7  12 2
[]:0 0+3  4 2  9 4  9 4  10 5
*~:0 0+4  1 7  6 7  6 7  4 5
00:0 0+5  0 0  1 0  1 0  2 0
07:0 0+6  0 0  1 0  0 0  1 0
09:0 0+7  0 4  0 7  0 7  1 0

```

```

File:OK691  Pcc:48  Pans+:39
69          OKLAHOMA US 69 SOUTHEND
Stn:1 2     WHP:1      Tmp:99
<<:0 1bs  5254  9160  9120  11040
*+:0 0+1  7 5  14 5  14 5  19 1
=:0 0+2  5 3  12 3  12 3  15 3
[]:0 0+3  5 5  10 0  10 0  14 0
*~:0 0+4  2 9  5 0  5 0  7 4
00:0 0+5  1 0  3 0  3 0  3 0
07:0 0+6  0 0  1 7  1 0  1 0
09:0 0+7  0 0  1 0  1 0  1 0

```

File: OK691 Pcc: 53 Pems: 38
 59 OKLAHOMA US 69 SOUTHBND
 5th: 4 WhP: 1 Tmp: 88

<<	0	16s	5056	8888	8888	18968
##	0	0+1	97	186	183	2048
==	0	0+2	78	154	152	1854
□	0	0+3	65	124	123	1577
@@	0	0+4	28	20	20	2077
00	0	0+5	14	10	10	1077
07	0	0+6	7	5	5	577
08	0	0+7	5	3	3	377

File: OK691 Pcc: 58 Pems: 37
 59 OKLAHOMA US 69 SOUTHBND
 5th: 6 WhP: 1 Tmp: 88

<<	0	16s	4872	8884	8812	18984
##	0	0+1	139	248	246	3005
==	0	0+2	105	200	200	2480
□	0	0+3	81	153	153	1880
@@	0	0+4	21	44	44	544
00	0	0+5	10	22	22	272
07	0	0+6	5	11	11	136
08	0	0+7	3	7	7	86

File: OK691 Pcc: 63 Pems: 35
 59 OKLAHOMA US 69 SOUTHBND
 5th: 8 WhP: 1 Tmp: 88

<<	0	16s	5488	9376	9384	11864
##	0	0+1	74	148	148	189
==	0	0+2	62	124	124	155
□	0	0+3	53	106	103	1355
@@	0	0+4	23	47	47	577
00	0	0+5	12	24	24	297
07	0	0+6	6	12	11	136
08	0	0+7	4	7	7	86

File: OK691 Pcc: 68 Pems: 35
 59 OKLAHOMA US 69 SOUTHBND
 5th: 2 WhP: 1 Tmp: 88

<<	0	16s	5182	9896	9168	11876
##	0	0+1	71	147	146	189
==	0	0+2	61	125	124	155
□	0	0+3	52	109	108	1355
@@	0	0+4	23	45	45	577
00	0	0+5	14	23	23	297
07	0	0+6	7	12	11	136
08	0	0+7	5	7	7	86

File: OK691 Rec: 73 Page: 72
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 2 WHP: 1 Twp: 87

77	0	105	5232	9184	9200	11054
##	0	0+1	4 3	6 5	8 5	10 5
==	0	0+2	3 6	7 3	7 3	9 4
□	0	0+3	3 1	6 2	6 1	7 4
###	0	0+4	1 7	6 3	6 3	7 4
00	0	0+5	1 3	2 0	2 0	3 1
07	0	0+6	0 6	1 2	1 2	1 1
09	0	0+7	0 4	0 9	0 0	1 1

File: OK691 Rec: 76 Page: 73
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 2 4 WHP: 1 Twp: 88

77	0	105	5088	9046	8984	10980
##	0	0+1	10 0	25 0	20 0	25 0
==	0	0+2	7 7	13 7	15 5	19 5
□	0	0+3	6 5	13 4	13 2	16 3
###	0	0+4	2 0	6 0	5 0	7 3
00	0	0+5	1 4	3 0	3 0	4 0
07	0	0+6	0 0	1 0	1 0	2 1
08	0	0+7	0 0	1 2	1 2	1 0

File: OK691 Rec: 83 Page: 73
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 2 6 WHP: 1 Twp: 88

77	0	105	5096	9016	8976	10996
##	0	0+1	11 2	25 5	20 1	24 0
==	0	0+2	8 5	15 0	15 0	19 0
□	0	0+3	6 7	12 0	12 3	15 0
###	0	0+4	2 0	9 0	8 4	9 0
00	0	0+5	1 3	2 0	2 0	3 0
07	0	0+6	0 7	1 4	1 4	1 0
09	0	0+7	0 5	1 1	1 0	1 0

File: OK691 Rec: 86 Page: 71
 69 OKLAHOMA US 69 SOUTHBND
 Stn: 2 8 WHP: 1 Twp: 88

77	0	105	5096	9016	8984	10984
##	0	0+1	12 7	17 3	17 0	20 4
==	0	0+2	7 3	13 0	13 1	15 0
□	0	0+3	5 6	10 5	10 3	12 0
###	0	0+4	1 0	6 0	6 3	7 4
00	0	0+5	0 0	0 4	0 0	0 0
07	0	0+6	0 0	0 0	0 0	0 1
09	0	0+7	0 4	0 0	0 0	0 0

```

File: OK691 Rcd: 93 Rem9+: 20
59 OKLAHOMA US 69 SOUTHBND
Stn: 2 WHP: 1 Twp: 99
<>: 0 169 4832 99900 8976 11130
+ #: 0 0+1 13 5 27 2 27 0 27 0
= #: 0 0+2 11 4 23 2 23 1 23 0
[]: 0 0+3 9 9 29 0 29 0 29 0
###: 0 0+4 4 4 9 0 9 0 11 0
00: 0 0+5 2 0 4 0 4 2 5 0
07: 0 0+6 1 0 2 1 2 2 3 0
08: 0 0+7 0 7 1 0 1 0 2 0

```

```

File: OK691 Rcd: 98 Rem9+: 29
59 OKLAHOMA US 69 SOUTHBND
Stn: 2 2 WHP: 1 Twp: 99
<>: 0 169 5864 10712 10672 12500
+ #: 0 0+1 6 3 12 4 12 4 12 0
= #: 0 0+2 5 6 10 0 10 0 13 0
[]: 0 0+3 4 9 9 6 9 6 11 0
###: 0 0+4 2 3 4 0 4 0 5 0
00: 0 0+5 1 2 2 4 2 4 3 0
07: 0 0+6 0 5 1 1 1 2 1 0
08: 0 0+7 0 3 0 7 0 7 1 0

```

```

File: OK691 Rcd: 103 Rem9+: 28
59 OKLAHOMA US 69 SOUTHBND
Stn: 3 4 WHP: 1 Twp: 99
<>: 0 169 5320 9480 9440 11200
+ #: 0 0+1 5 6 10 4 10 3 10 0
= #: 0 0+2 4 5 8 6 8 5 10 0
[]: 0 0+3 4 0 7 4 7 6 8 0
###: 0 0+4 1 9 6 7 6 7 4 0
00: 0 0+5 1 0 2 0 2 0 2 0
07: 0 0+6 0 5 1 1 1 1 1 0
08: 0 0+7 0 3 0 7 0 7 0 0

```

```

File: OK691 Rcd: 108 Rem9+: 27
59 OKLAHOMA US 69 SOUTHBND
Stn: 3 6 WHP: 1 Twp: 99
<>: 0 169 5264 9256 9272 11040
+ #: 0 0+1 4 6 8 0 8 6 10 0
= #: 0 0+2 3 7 6 0 6 0 8 0
[]: 0 0+3 3 0 5 0 5 0 6 0
###: 0 0+4 1 0 2 0 2 0 3 0
00: 0 0+5 0 6 1 0 1 0 1 0
07: 0 0+6 0 6 0 0 0 0 0 0
08: 0 0+7 0 2 0 0 0 0 0 0

```

File:OK691 Rcd:113 RemSt:25
 69 OKLAHOMA US 69 SOUTHEND
 Str:3.8 WHP:1 Tmp:88
 \:0 lbs 5136 9632 9872 11024
 #:0 0+1 4 9 9 5 9 4 11 6
 =:0 0+2 4 1 7 9 7 8 9 7
 []:0 0+3 3 5 7 6 6 9 9 5
 :::0 0+4 1 9 3 9 3 8 4 7
 00:0 0+5 1 2 2 3 2 3 2 0
 07:0 0+6 0 7 1 4 1 4 1 0
 08:0 0+7 0 5 1 0 1 0 1 0

File:OK691 Rcd:118 RemSt:25
 69 OKLAHOMA US 69 SOUTHEND
 Str:4 WHP:1 Tmp:88
 \:0 lbs 4912 8912 8888 10908
 #:0 0+1 9 7 15 2 15 7 19 5
 =:0 0+2 7 3 12 5 12 2 14 3
 []:0 0+3 5 5 9 9 9 5 11 4
 :::0 0+4 2 0 4 0 4 0 4 0
 00:0 0+5 1 1 2 2 2 3 2 0
 07:0 0+6 0 7 1 5 1 5 1 9
 08:0 0+7 0 6 1 1 1 1 1 4

File:OK691 Rcd:123 RemSt:24
 69 OKLAHOMA US 69 SOUTHEND
 Str:4.2 WHP:1 Tmp:88
 \:0 lbs 5384 9536 9456 11112
 #:0 0+1 6 5 11 8 11 7 14 3
 =:0 0+2 5 0 9 0 9 2 11 0
 []:0 0+3 4 3 7 9 7 9 9 6
 :::0 0+4 2 2 4 1 4 2 5 1
 00:0 0+5 1 4 2 6 2 6 3 3
 07:0 0+6 1 0 1 0 1 6 3 0
 08:0 0+7 0 9 1 0 1 3 1 5

File:OK691 Rcd:128 RemSt:27
 69 OKLAHOMA US 69 SOUTHEND
 Str:4.6 WHP:1 Tmp:88
 \:0 lbs 5360 9832 9808 11648
 #:0 0+1 11 6 19 7 19 2 23 5
 =:0 0+2 8 5 15 1 14 5 17 1
 []:0 0+3 6 5 11 8 11 6 14 0
 :::0 0+4 2 1 4 2 4 2 5 2
 00:0 0+5 1 0 2 2 2 2 2 0
 07:0 0+6 0 6 1 2 1 2 1 5
 08:0 0+7 0 5 0 7 0 5 0 0

File: OK691 Pcd: 133 Rep: 9+ : 22
 69 OKLAHOMA US 69 SOUTHERN
 S+n: 4 8 WHP: 1 Tmp: 99

17:0	16s	5312	9136	9112	11924
**:0	D+1	4 2	6 0	7 9	7 0
=:0	D+2	3 4	5 5	3 4	3 0
[]:0	D+3	3 0	5 7	5 6	5 0
@@:0	D+4	1 0	3 6	3 0	4 4
00:0	D+5	1 2	2 3	2 4	0 0
07:0	D+6	0 7	1 4	1 5	1 0
09:0	D+7	0 5	0 9	1 0	1 0

File: OK691 Pcd: 138 Rep: 9+ : 21
 69 OKLAHOMA US 69 SOUTHERN
 S+n: 5 WHP: 1 Tmp: 98

17:0	16s	5088	9000	8984	10984
**:0	D+1	9 0	14 1	13 9	16 5
=:0	D+2	6 1	10 5	10 5	12 5
[]:0	D+3	4 4	6 4	6 3	10 0
@@:0	D+4	1 0	3 3	3 3	4 1
00:0	D+5	0 0	1 3	1 7	0 0
07:0	D+6	0 5	1 2	1 2	1 5
08:0	D+7	0 4	1 0	0 9	1 0

File: OK691 Pcd: 143 Rep: 9+ : 20
 69 OKLAHOMA US 69 SOUTHERN
 S+n: 5 4 WHP: 1 Tmp: 98

17:0	16s	5160	8952	8976	10990
**:0	D+1	7 5	14 5	14 4	17 7
=:0	D+2	5 2	12 1	11 9	14 9
[]:0	D+3	5 3	10 3	10 3	12 1
@@:0	D+4	2 4	4 9	4 0	5 1
00:0	D+5	1 2	2 4	2 5	3 0
07:0	D+6	0 7	1 4	1 3	1 7
08:0	D+7	0 5	1 0	1 0	1 0

File: OK691 Pcd: 148 Rep: 9+ : 19
 69 OKLAHOMA US 69 SOUTHERN
 S+n: 5 6 WHP: 1 Tmp: 98

17:0	16s	5384	9464	9392	11964
**:0	D+1	5 9	11 4	11 2	17 9
=:0	D+2	4 7	9 1	9 0	11 0
[]:0	D+3	4 1	6 0	7 0	9 0
@@:0	D+4	2 0	4 0	4 0	4 0
00:0	D+5	1 2	2 4	2 4	3 0
07:0	D+6	0 7	1 4	1 3	1 7
08:0	D+7	0 5	1 0	1 0	1 0

File:OK691 Rcd:157 RemSt:16
 69 OKLAHOMA US 69 SOUTHBND
 Stn:5 8 WHP:1 Tmp:100
 <<:0 16s 5908 5946 8848 10728
 #:0 0+1 9 9 16 5 17 6 21 9
 =:0 0+2 6 7 13 3 13 2 15 4
 []:0 0+3 4 9 9 9 9 9 12 5
 :::0 0+4 1 7 3 9 3 9 4 4
 00:0 0+5 1 1 1 8 1 8 2 4
 07:0 0+6 0 6 1 2 1 2 1 5
 08:0 0+7 0 5 1 0 0 9 1 0

File:OK691 Rcd:158 RemSt:17
 69 OKLAHOMA US 69 SOUTHBND
 Stn:6 WHP:1 Tmp:100
 <<:0 16s 5896 8872 8872 10872
 #:0 0+1 8 8 16 8 15 9 20 3
 =:0 0+2 6 3 12 9 12 9 16 3
 []:0 0+3 5 3 11 9 10 9 13 7
 :::0 0+4 2 3 4 7 4 8 6 1
 00:0 0+5 1 2 2 6 2 6 3 3
 07:0 0+6 0 9 1 9 2 8 2 4
 08:0 0+7 0 7 1 6 1 6 2 8

File:OK691 Rcd:163 RemSt:16
 69 OKLAHOMA US 69 SOUTHBND
 Stn:6 2 WHP:1 Tmp:100
 <<:0 16s 5648 9936 9980 11568
 #:0 0+1 5 6 11 1 11 9 13 6
 =:0 0+2 4 9 9 4 9 3 11 5
 []:0 0+3 4 8 8 8 7 9 9 7
 :::0 0+4 1 6 3 3 3 3 4 1
 00:0 0+5 0 9 1 8 1 7 2 3
 07:0 0+6 0 4 0 9 1 8 1 2
 08:0 0+7 0 3 0 7 0 7 0 9

File:OK691 Rcd:168 RemSt:15
 69 OKLAHOMA US 69 SOUTHBND
 Stn:6 4 WHP:1 Tmp:100
 <<:0 16s 5512 9544 9464 11184
 #:0 0+1 5 8 11 8 11 7 14 5
 =:0 0+2 4 6 9 2 9 2 11 5
 []:0 0+3 3 7 7 5 7 5 9 4
 :::0 0+4 1 2 2 3 3 3 2 0
 00:0 0+5 0 5 1 8 0 9 1 3
 07:0 0+6 0 3 0 5 0 5 0 5
 08:0 0+7 0 2 0 4 0 4 0 5

```

File: OK691   PC6: 173   RemSt: 14
59   OKLAHOMA US 59 SOUTHEND
Str: 6 6     WHP: 1     Tmp: 100
/ / 0 105   5352   9504   9400 11040
+ + 0 0+1   5 8     11 6     11 5     14 500
= = 0 0+2   4 7     8 5     8 4     11 000
[] 0 0+3   4 8     8 5     8 2     10 000
[] 0 0+4   1 8     6 5     6 6     4 000
[] 0 0+5   1 8     2 1     2 3     2 000
[] 0 0+6   0 6     0 0     0 0     1 000
[] 0 0+7   0 4     0 0     0 0     1 000

```

```

File: OK691   PC6: 178   RemSt: 17
59   OKLAHOMA US 59 SOUTHEND
Str: 6 6     WHP: 1     Tmp: 100
/ / 0 105   5000   9920   8944 10070
+ + 0 0+1   5 8     12 2     12 1     15 000
= = 0 0+2   4 7     9 3     9 2     11 000
[] 0 0+3   3 7     7 3     7 0     9 000
[] 0 0+4   1 5     6 2     6 2     4 000
[] 0 0+5   0 7     1 4     1 4     4 000
[] 0 0+6   0 6     0 6     0 6     0 000
[] 0 0+7   0 6     0 6     0 6     4 000

```


File Name: OK695 IP: Recd: 77
 Date: 1840005
 Recorder Number: 40
 Name: CHEKOTEH USRY NORTHEND C
 Radius of Plate: 5.91
 Detector distances from center:
 7 97 11 8 31 5 47 2 53 76 7
 Pulling Heights: 422

File: OK695 Recd: 16 Reps+: 15
 59 CHEKOTEH US69 NORTHEND C
 S+M: 1.1 WHP: 1 Top: 100
 77:0 16s 16750 9184 9136 0 0
 78:0 0+1 7 7 4 2 4 0 0 0
 79:0 0+2 7 2 4 5 4 0 0 0
 80:0 0+3 5 0 0 3 3 0 0 0
 81:0 0+4 5 0 0 2 7 0 0 0
 82:0 0+5 3 6 0 0 0 0 0 0
 83:0 0+6 2 0 1 4 1 0 0 0
 84:0 0+7 1 0 1 1 1 1 0 0

File: OK695 Recd: 22 Reps+: 14
 59 CHEKOTEH US69 NORTHEND C
 S+M: 1.1 WHP: 1 Top: 100
 77:0 16s 16954 8990 8976 0 0
 78:0 0+1 0 0 0 4 4 0 0 0
 79:0 0+2 0 0 0 4 4 0 0 0
 80:0 0+3 0 4 4 4 4 0 0 0
 81:0 0+4 0 4 0 0 0 0 0 0
 82:0 0+5 0 0 0 0 0 0 0 0
 83:0 0+6 1 0 4 1 4 0 0 0
 84:0 0+7 1 0 0 0 1 0 0 0

File: OK695 Recd: 22 Reps+: 14
 59 CHEKOTEH US69 NORTHEND C
 S+M: 1.1 WHP: 1 Top: 100
 77:0 16s 16954 8990 8976 0 0
 78:0 0+1 0 0 0 4 4 0 0 0
 79:0 0+2 0 0 0 4 4 0 0 0
 80:0 0+3 0 4 4 4 4 0 0 0
 81:0 0+4 0 4 0 0 0 0 0 0
 82:0 0+5 0 0 0 0 0 0 0 0
 83:0 0+6 1 0 4 1 4 0 0 0
 84:0 0+7 1 0 0 0 1 0 0 0

File name: OK694 HP Reqs: 77
 Date: 840605
 Roadway Number: 69
 Name: CHEKOTEH US69 SOUTHBND C
 Radius of Plate: 5.91
 Detector distances from center:
 7.87 11.8 31.5 47.2 63.78.7
 Fallline Heights: 422

File: OK694 Rcd: 18 RemS+: 15
 59 4.1 CHEKOTEH US69 SOUTHBND C
 - Stn: ~~4.1~~ WHP: 1 Tmp: 100
 00:0 1bs 17064 9176 9200
 *# 0 0+1 9 1 5 0 5 0 0 0
 =# 0 0+2 8 7 4 0 4 0 0 0
 [] 0 0+3 8 2 4 5 4 5 0 0
 ## 0 0+4 6 2 3 4 3 5 0 0
 00 0 0+5 4 0 2 5 2 5 0 0
 07 0 0+6 3 4 1 0 1 0 0 0
 08 0 0+7 2 2 1 0 1 0 0 0

Fallline Heights: 422

File: OK694 Rcd: 22 RemS+: 14
 59 4 CHEKOTEH US69 SOUTHBND C
 - Stn: ~~4~~ WHP: 1 Tmp: 100
 00:0 1bs 17632 9696 9672
 *# 0 0+1 11 6 6 4 6 3 0 0
 =# 0 0+2 12 2 5 0 5 0 0 0
 [] 0 0+3 11 0 5 0 5 2 0 0
 ## 0 0+4 7 3 3 9 4 0 0 0
 00 0 0+5 5 2 2 7 2 7 0 0
 07 0 0+6 3 3 1 0 1 7 0 0
 08 0 0+7 2 1 1 0 1 0 0 0

File: OK694 Rcd: 26 RemS+: 17
 59 3.1 CHEKOTEH US69 SOUTHBND C
 - Stn: ~~3.1~~ WHP: 1 Tmp: 100
 00:0 1bs 17954 9200 9160
 *# 0 0+1 7 3 3 9 3 0 0 0
 =# 0 0+2 6 5 3 5 3 4 0 0
 [] 0 0+3 5 0 3 1 3 0 0 0
 ## 0 0+4 3 7 2 0 2 0 0 0
 00 0 0+5 2 6 1 3 1 3 0 0
 07 0 0+6 1 0 0 0 0 0 0 0
 08 0 0+7 0 0 0 0 0 0 0 0

File: 06694 P03:35 P039+:12
 59 3 CHEKOTEH 0669 SOUTHBND 0
 3+n 1 WMP:1 Tmp:100
 / / 0 168 169 12 9120 9136 0 0
 + + 0 0+1 10 0 5 5 2 0 0
 = = 0 0+2 10 0 5 4 4 0 0
 [] 0 0+3 7 0 4 0 0 0 0
 * * 0 0+4 4 0 2 4 0 0 0
 0 0 0 0+5 2 0 1 0 5 0 0
 0 0 0 0+6 1 0 0 0 0 0 0
 0 0 0 0+7 0 0 0 4 0 0 0

File: 06694 P03:34 P039+:11
 59 3,0 CHEKOTEH 0669 SOUTHBND 0
 3+n 1 WMP:1 Tmp:100
 / / 0 168 169 20 9160 9136 0 0
 + + 0 0+1 10 1 5 5 2 0 0
 = = 0 0+2 10 0 5 5 4 0 0
 [] 0 0+3 7 0 4 4 4 0 0
 * * 0 0+4 4 0 2 4 0 0 0
 0 0 0 0+5 2 0 1 0 5 0 0
 0 0 0 0+6 1 0 0 0 0 0 0
 0 0 0 0+7 1 0 0 0 0 0 0

File: 06694 P03:36 P039+:10
 59 2,1 CHEKOTEH 0669 SOUTHBND 0
 3+n 1 WMP:1 Tmp:100
 / / 0 168 170 00 9192 9216 0 0
 + + 0 0+1 0 4 4 4 0 0 0
 = = 0 0+2 0 0 4 4 4 0 0
 [] 0 0+3 7 4 4 4 2 0 0
 * * 0 0+4 0 4 0 0 0 0 0
 0 0 0 0+5 4 1 2 0 2 0 0
 0 0 0 0+6 0 1 1 0 1 7 0 0
 0 0 0 0+7 0 0 1 0 1 2 0 0

File: 06694 P03:40 P039+:9
 59 2 CHEKOTEH 0669 SOUTHBND 0
 3+n 1 WMP:1 Tmp:100
 / / 0 168 169 20 8984 8928 0 0
 + + 0 0+1 0 2 5 1 5 1 0 0
 = = 0 0+2 0 0 5 0 5 1 0 0
 [] 0 0+3 0 0 4 0 4 0 0 0
 * * 0 0+4 0 0 0 0 0 0 0 0
 0 0 0 0+5 4 1 2 0 3 0 0 0
 0 0 0 0+6 0 0 1 0 1 0 0 0
 0 0 0 0+7 0 1 1 0 1 2 0 0

File:OK694 Pcc:46 RepSt:6
 69 2.01 CHEKOTEH US69 SOUTHBND 0
 Stn: ~~101~~ WHP:1 Tmp:100
 <<:0 168 16744 9030 9050 0
 *+:0 0+1 10 2 5 5 0 0
 ==:0 0+2 10 1 5 5 0 0
 []:0 0+3 9 6 5 5 0 0
 @@:0 0+4 6 1 3 4 0 0
 00:0 0+5 4 2 2 3 0 0
 07:0 0+6 3 9 1 6 0 0
 08:0 0+7 2 1 1 2 1 2 0 0

File:OK694 Pcc:50 RepSt:7
 69 CHEKOTEH US69 SOUTHBND 0
 Stn:1 1 WHP:1 Tmp:100
 <<:0 168 16936 9190 9000 0
 *+:0 0+1 9 3 5 1 0 0
 ==:0 0+2 8 9 4 8 0 0
 []:0 0+3 8 4 4 5 0 0
 @@:0 0+4 6 4 3 4 0 0
 00:0 0+5 4 7 2 5 0 0
 07:0 0+6 3 4 1 8 0 0
 08:0 0+7 2 3 1 3 1 2 0 0

File:OK694 Pcc:54 RepSt:6
 69 CHEKOTEH US69 SOUTHBND 0
 Stn:1 WHP:1 Tmp:100
 <<:0 168 16736 9104 9000 0
 *+:0 0+1 11 5 6 2 0 0
 ==:0 0+2 12 6 6 5 0 0
 []:0 0+3 11 6 6 5 0 0
 @@:0 0+4 7 1 3 8 0 0
 00:0 0+5 4 7 3 5 0 0
 07:0 0+6 3 1 1 6 1 5 0 0
 08:0 0+7 2 1 1 2 1 1 0 0

File:OK694 Pcc:58 RepSt:5
 69 CHEKOTEH US69 SOUTHBND 0
 Stn:1 01 WHP:1 Tmp:100
 <<:0 168 16728 9046 9000 0
 *+:0 0+1 13 6 6 5 0 0
 ==:0 0+2 13 3 6 5 0 0
 []:0 0+3 11 6 6 5 1 0 0
 @@:0 0+4 7 1 3 4 0 0
 00:0 0+5 4 4 2 5 0 0
 07:0 0+6 3 9 1 6 0 0
 08:0 0+7 1 9 1 2 1 6 0 0

File name: I35N5 RR: recd: 97
 Date: 840608
 Roadway Number: 35
 Name: I-35 NORTHBND PURCELL
 Radius of Plate: 5.91
 Detector distances from center:
 7.87 11.8 31.5 47.2 63 78.7
 Falline Heights: 224

File: I35N5 Rcd: 18 RemSt: 20
 35 I-35 NORTHBND PURCELL
 Stn: 4.5 WHP: 1 Tmp: 100

<<	0	16s	9024	9024	16344	0	0
+	0	0+1	4.9	4.9	9.8	0	0
=	0	0+2	3.5	3.6	6.3	0	0
]	0	0+3	3.2	3.3	5.7	0	0
##	0	0+4	2.1	2.2	4.0	0	0
00	0	0+5	1.7	1.7	3.0	0	0
07	0	0+6	1.3	1.3	2.3	0	0
09	0	0+7	1.0	1.0	1.7	0	0

File: I35N5 Rcd: 22 RemSt: 19
 35 I-35 NORTHBND PURCELL
 Stn: 4 WHP: 1 Tmp: 100

<<	0	16s	8992	8992	16312	0	0
+	0	0+1	5.0	5.0	9.1	0	0
=	0	0+2	3.5	3.5	6.4	0	0
]	0	0+3	3.3	3.3	6.0	0	0
##	0	0+4	2.3	2.3	4.1	0	0
00	0	0+5	1.6	1.6	3.0	0	0
07	0	0+6	1.2	1.2	2.1	0	0
09	0	0+7	0.8	0.8	1.5	0	0

File: I35N5 Rcd: 25 RemSt: 18
 35 I-35 NORTHBND PURCELL
 Stn: 7.5 WHP: 1 Tmp: 100

<<	0	16s	9095	9072	16352	0	0
+	0	0+1	5.7	5.7	10.2	0	0
=	0	0+2	4.0	4.2	7.6	0	0
]	0	0+3	4.0	3.9	7.0	0	0
##	0	0+4	3.0	2.9	5.0	0	0
00	0	0+5	2.4	2.1	3.8	0	0
07	0	0+6	1.6	1.5	2.9	0	0
09	0	0+7	1.2	1.2	2.1	0	0

File: 12545 POC: 34 Per: 9+16
 35 I-35 NORTHEND PURCELL
 31x: 2 WHP: 1 Tmp: 100
 12 0 16# 90 30 90 30 16 40 2
 4 0 0+1 0 0 0 0 19 0 0
 8 0 0+2 4 4 4 4 0 0 0
 0 0 0+3 4 4 4 4 0 0 0
 0 0 0+4 4 4 4 4 0 0 0
 0 0 0+5 2 2 2 2 4 0 0 0
 0 0 0+6 1 0 0 0 4 0 0 0
 0 0 0+7 1 0 0 0 0 0 0 0

File: 12545 POC: 34 Per: 9+16
 35 I-35 NORTHEND PURCELL
 31x: 2 WHP: 1 Tmp: 100
 12 0 16# 80 30 80 30 16 40 2
 4 0 0+1 0 0 0 0 11 0 0
 8 0 0+2 0 4 4 4 0 1 1 0 0
 0 0 0+3 4 4 4 4 0 1 1 0 0
 0 0 0+4 3 1 0 0 4 1 1 0 0
 0 0 0+5 0 0 0 0 4 0 0 0 0
 0 0 0+6 1 0 0 0 2 0 0 0 0
 0 0 0+7 1 1 1 1 1 0 0 0 0

File: 12545 POC: 38 Per: 9+15
 35 I-35 NORTHEND PURCELL
 31x: 2 WHP: 1 Tmp: 100
 12 0 16# 90 30 90 30 16 40 2
 4 0 0+1 0 0 0 0 15 0 0
 8 0 0+2 0 0 0 0 0 0 0 0
 0 0 0+3 0 4 4 4 4 0 1 0 0
 0 0 0+4 0 4 4 4 4 0 1 0 0
 0 0 0+5 1 0 0 0 4 0 1 0 0
 0 0 0+6 1 0 0 0 4 0 1 0 0
 0 0 0+7 1 0 0 0 4 0 1 0 0

File: 12545 POC: 40 Per: 9+14
 35 I-35 NORTHEND PURCELL
 31x: 2 WHP: 1 Tmp: 100
 12 0 16# 90 30 90 30 16 40 2
 4 0 0+1 0 0 0 0 10 0 0
 8 0 0+2 0 4 4 4 4 0 1 0 0
 0 0 0+3 0 4 4 4 4 0 1 0 0
 0 0 0+4 0 4 4 4 4 0 1 0 0
 0 0 0+5 1 0 0 0 4 0 1 0 0
 0 0 0+6 1 0 0 0 4 0 1 0 0
 0 0 0+7 1 0 0 0 4 0 1 0 0

File: 135N5 P06:46 Page: 17
 1-35 NORTHERN PURCELL
 WHP: 1 TRF: 100

0000	100	9984	9040	15375		
0000	0+1	4 0	3 0	7 3	0 0	0 0
0000	0+2	2 0	2 0	5 1	0 0	0 0
0000	0+3	0 0	2 0	4 3	0 0	0 0
0000	0+4	1 0	1 0	3 4	0 0	0 0
0000	0+5	1 4	1 4	2 5	0 0	0 0
0000	0+6	1 0	1 1	1 0	0 0	0 0
0000	0+7	0 7	0 7	1 0	0 0	0 0

File: 135N5 P06:50 Page: 18
 1-35 NORTHERN PURCELL
 WHP: 1 TRF: 100

0000	100	1016	9084	15339		
0000	0+1	5 0	5 0	11 5	0 0	0 0
0000	0+2	5 0	5 0	9 1	0 0	0 0
0000	0+3	4 0	4 0	8 0	0 0	0 0
0000	0+4	2 0	2 0	5 0	0 0	0 0
0000	0+5	2 4	2 4	3 5	0 0	0 0
0000	0+6	0 0	0 0	0 0	0 0	0 0
0000	0+7	0 0	0 0	0 0	0 0	0 0

File: 135N5 P06:52 Page: 19
 1-35 NORTHERN PURCELL
 WHP: 1 TRF: 100

0000	100	1007	9080	15284		
0000	0+1	5 0	5 0	11 5	0 0	0 0
0000	0+2	5 0	5 0	9 1	0 0	0 0
0000	0+3	4 0	4 0	8 0	0 0	0 0
0000	0+4	2 0	2 0	5 0	0 0	0 0
0000	0+5	2 4	2 4	3 5	0 0	0 0
0000	0+6	0 0	0 0	0 0	0 0	0 0
0000	0+7	0 0	0 0	0 0	0 0	0 0

File Name: 13565 Rod: 16 Pans: 20
 Date: 040608
 Rodway Number: 35
 Name: I-35 SOUTHERN PURCELL
 Station: 0+ Plate 5 31
 Detector Distances from center:
 0 07 11 6 31 5 47 2 53 78 7
 Tallies: Heights: 124

Tallies: Heights: 224

File: 13565 Rod: 16 Pans: 20
 35 I-35 SOUTHERN PURCELL
 Sta: 5 WHP: 1 TSP: 78 1
 000 0 16# 9400 9200 16700 000
 000 0 0+1 4 3 4 3 7 0 0 0
 000 0 0+2 3 1 3 1 5 0 0 0
 000 0 0+3 2 7 2 0 3 0 0 0
 000 0 0+4 1 9 1 9 3 4 0 0
 000 0 0+5 1 5 1 4 2 0 0 0
 000 0 0+6 1 0 1 1 1 0 0 0
 000 0 0+7 0 0 0 0 1 4 0 0

File: 13565 Rod: 16 Pans: 12
 37 I-35 SOUTHERN PURCELL
 Sta: 1 WHP: 1 TSP: 78 1
 000 0 16# 9112 9120 16200 000
 000 0 0+1 4 1 4 0 7 0 0
 000 0 0+2 2 9 2 0 5 0 0
 000 0 0+3 2 0 2 0 4 0 0
 000 0 0+4 1 1 1 0 3 0 0
 000 0 0+5 1 1 1 0 2 0 0
 000 0 0+6 1 2 1 0 2 0 0
 000 0 0+7 0 0 0 0 1 0 0

File: 13565 Rod: 16 Pans: 12
 35 I-35 SOUTHERN PURCELL
 Sta: 5 WHP: 1 TSP: 100
 000 0 16# 9104 9032 16512 000
 000 0 0+1 5 0 5 0 1 0 0
 000 0 0+2 5 0 5 0 0 0 0
 000 0 0+3 4 7 4 0 2 0 0
 000 0 0+4 3 0 3 0 4 0 0
 000 0 0+5 2 0 2 0 3 0 0
 000 0 0+6 1 0 1 0 2 0 0
 000 0 0+7 1 7 1 7 2 0 0

File: 13585 Pcd: 33 Pags: 17
 35 I-35 SOUTHBND PURCELL
 Sta: 2 WHP: 1 Twp: 18N

7	0	164	9904	9916	16416		
8	0	0+1	7	7	12	7	0
9	0	0+2	5	5	19	7	0
0	0	0+3	5	5	19	9	0
1	0	0+4	4	4	7	4	0
2	0	0+5	3	3	5	5	0
3	0	0+6	2	4	4	2	0
4	0	0+7	1	9	3	1	0

File: 13585 Pcd: 34 Pags: 16
 35 I-35 SOUTHBND PURCELL
 Sta: 2.5 WHP: 1 Twp: 18N

7	0	166	9104	9104	16472		
8	0	0+1	5	5	7	5	0
9	0	0+2	4	5	7	4	0
0	0	0+3	4	5	7	5	0
1	0	0+4	2	3	5	2	0
2	0	0+5	2	3	3	3	0
3	0	0+6	1	5	2	1	0
4	0	0+7	1	5	1	5	0

File: 13585 Pcd: 35 Pags: 15
 35 I-35 SOUTHBND PURCELL
 Sta: 3 WHP: 1 Twp: 18N

7	0	167	9955	9929	16448		
8	0	0+1	4	7	8	4	0
9	0	0+2	3	8	8	3	0
0	0	0+3	3	5	4	3	0
1	0	0+4	2	5	4	2	0
2	0	0+5	2	5	3	2	0
3	0	0+6	1	5	2	1	0
4	0	0+7	1	1	2	1	0

File: 13585 Pcd: 42 Pags: 14
 35 I-35 SOUTHBND PURCELL
 Sta: 3.5 WHP: 1 Twp: 18N

7	0	168	9915	9972	16524		
8	0	0+1	4	2	4	4	0
9	0	0+2	3	3	3	3	0
0	0	0+3	3	3	3	3	0
1	0	0+4	2	1	3	2	0
2	0	0+5	1	1	3	1	0
3	0	0+6	1	1	3	1	0
4	0	0+7	5	5	3	5	0

```

File: 13595   Rcd: 46   RemSt: 17
35          I-35 SOUTHEND PURCELL
Stn: 4          WHP: 1          Time: 182
V: 0 16s  9136  9516  15600  0
#: 0 0+1  4.6  4.6  8.3  0.0
=: 0 0+2  3.4  3.4  6.3  0.0
[]: 0 0+3  3.0  3.0  5.6  0.0
@@: 0 0+4  2.1  2.1  3.8  0.0
00: 0 0+5  1.5  1.4  2.7  0.0
07: 0 0+6  1.0  0.9  1.9  0.0
08: 0 0+7  0.7  0.7  1.3  0.0

```

```

File: 13595   Rcd: 50   RemSt: 12
35          I-35 SOUTHEND PURCELL
Stn: 4 5          WHP: 1          Time: 182
V: 0 16s  8992  8975  15400  0
#: 0 0+1  3.3  4.0  6.7  0.0
=: 0 0+2  3.7  3.7  6.7  0.0
[]: 0 0+3  3.4  3.4  6.0  0.0
@@: 0 0+4  2.5  2.5  4.5  0.0
00: 0 0+5  2.0  2.0  3.5  0.0
07: 0 0+6  1.5  1.5  2.7  0.0
08: 0 0+7  1.1  1.2  2.1  0.0

```

File name: OK751 TR page: 47
 Date: 840206
 Roadway Number: 75
 Name: US75 NORTHBND
 Radius of Plate: 5.51
 Detector distances from center:
 1 97 11 8 23 6 39 4 55 1 70 9
 Falling Heights: 22

File: OK751 Rcd: 18 RemSt: 18
 75 US75 NORTHBND
 Stn: 0 WhP: 1 Tm: 70

0	168	9280	9375	0	0
0	0+1	11 8	11 4	0	0
0	0+2	10 4	10 3	0	0
0	0+3	9 4	9 2	0	0
0	0+4	6 7	6 6	0	0
0	0+5	3 9	3 9	0	0
0	0+6	2 2	2 2	0	0
0	0+7	1 3	1 3	0	0

File: OK751 Rcd: 21 RemSt: 0
 75 US75 NORTHBND
 Stn: 5 WhP: 1 Tm: 70

0	168	9280	9224	0	0
0	0+1	10 4	10 3	0	0
0	0+2	9 3	9 2	0	0
0	0+3	8 4	8 3	0	0
0	0+4	6 8	6 8	0	0
0	0+5	3 7	3 7	0	0
0	0+6	2 3	2 3	0	0
0	0+7	1 5	1 5	0	0

Falling Heights: 24

File: OK751 Rcd: 24 RemSt: 6
 75 US75 NORTHBND
 Stn: 1 WhP: 1 Tm: 70

0	168	9192	9168	16624	0
0	0+1	9 8	9 7	17 4	0
0	0+2	8 8	8 6	15 3	0
0	0+3	7 8	7 4	13 7	0
0	0+4	5 5	5 4	9 7	0
0	0+5	3 6	3 2	5 9	0
0	0+6	2 8	2 8	3 7	0
0	0+7	1 2	1 2	0 8	0

```

File:OK751   Fcd:26   RemSt:5
75   US75 NORTHBND
Stn:1.5     WHP:1     Tmp:70
</:0 1bs   9300   9184   16800
*#:0 0+1   7.0   6.9   12.5   0.0
==:0 0+2   6.2   6.0   10.9   0.0
[]:0 0+3   5.5   5.4   9.8    0.0
@@:0 0+4   4.7   4.6   6.6    0.0
00:0 0+5   2.0   2.0   3.5    0.0
07:0 0+6   1.0   1.0   1.8    0.0
08:0 0+7   0.4   0.5   0.8    0.0

```

```

File:OK751   Fcd:32   RemSt:4
75   US75 NORTHBND
Stn:2       WHP:1     Tmp:70
</:0 1bs   9176   9184   16736
*#:0 0+1   7.0   7.0   14.1   0.0
==:0 0+2   6.0   6.0   12.4   0.0
[]:0 0+3   6.1   6.1   11.1   0.0
@@:0 0+4   4.4   4.3   8.1    0.0
00:0 0+5   2.7   2.7   5.1    0.0
07:0 0+6   1.0   1.7   3.3    0.0
08:0 0+7   1.2   1.2   2.2    0.0

```

```

File:OK751   Fcd:36   RemSt:3
75   US75 NORTHBND
Stn:2.5     WHP:1     Tmp:70
</:0 1bs   9192   9216   16704
*#:0 0+1   5.4   6.3   11.9   0.0
==:0 0+2   5.4   5.4   10.1   0.0
[]:0 0+3   4.0   4.7   9.9    0.0
@@:0 0+4   3.2   3.2   6.0    0.0
00:0 0+5   1.7   1.7   3.3    0.0
07:0 0+6   1.0   1.0   1.9    0.0
08:0 0+7   0.6   0.6   1.1    0.0

```

```

File:OK751   Fcd:40   RemSt:2
75   US75 NORTHBND
Stn:2.7     WHP:1     Tmp:70
</:0 1bs   9160   9184   16760
*#:0 0+1   8.7   8.6   16.2   0.0
==:0 0+2   7.0   7.7   14.5   0.0
[]:0 0+3   7.1   7.0   13.2   0.0
@@:0 0+4   5.2   5.1   10.0   0.0
00:0 0+5   3.1   3.0   5.9    0.0
07:0 0+6   1.0   1.0   3.3    0.0
08:0 0+7   0.7   0.7   1.5    0.0

```

File name: OK752 WHP pens: 57
 Date: 840606
 Roadway Number: 75
 Name: US75 SOUTHEND
 Radius of Plate: 5.91
 Detector distances from center:
 7.67 11.8 23.6 39.4 55.1 70.9
 Falline Heights: 224

File: OK752 Rcc: 18 PenSt: 10
 75 US75 SOUTHEND
 Stn: 2 7 WHP: 1 Tmp: 70
 \/:0 lbs 9232 9240 16760 0
 #:0 0+1 7.0 6.9 13.4 0.0
 =:0 0+2 6.1 6.0 11.7 0.0
 []:0 0+3 5.4 5.4 10.6 0.0
 []:0 0+4 3.8 3.7 7.5 0.0
 00:0 0+5 2.1 2.1 4.4 0.0
 07:0 0+6 1.0 1.0 2.2 0.0
 08:0 0+7 0.5 0.5 1.0 0.0

File: OK752 Rcc: 22 PenSt: 9
 75 US75 SOUTHEND
 Stn: 2 5 WHP: 1 Tmp: 70
 \/:0 lbs 9240 9280 15808 0
 #:0 0+1 4.6 4.5 9.6 0.0
 =:0 0+2 3.6 3.5 7.7 0.0
 []:0 0+3 3.0 3.0 6.0 0.0
 []:0 0+4 2.1 2.1 3.9 0.0
 00:0 0+5 1.2 1.2 2.3 0.0
 07:0 0+6 0.8 0.8 1.5 0.0
 09:0 0+7 0.5 0.5 1.0 0.0

File: OK752 Rcc: 25 PenSt: 6
 75 US75 SOUTHEND
 Stn: 2 WHP: 1 Tmp: 70
 \/:0 lbs 9232 9240 16800 0
 #:0 0+1 3.6 3.5 7.2 0.0
 =:0 0+2 7.4 7.4 14.0 0.0
 []:0 0+3 5.7 5.6 12.5 0.0
 []:0 0+4 4.0 4.0 9.1 0.0
 00:0 0+5 3.0 2.9 7.5 0.0
 07:0 0+6 1.0 1.0 3.5 0.0
 08:0 0+7 1.0 1.0 2.4 0.0


```

File:OK752 Rcd:30 RemSt:7
75 US75 SOUTHEND
Stn:1 5 WAF:1 Tme:70
<>:0 1bs 9216 9204 16760 0
*:0 0+1 6 6 12 5 0 0
=:0 0+2 5 7 10 3 0 0
[]:0 0+3 4 9 9 3 0 0
@@:0 0+4 3 9 5 7 0 0
00:0 0+5 1 4 2 7 0 0
07:0 0+6 0 6 0 6 1 2 0 0
09:0 0+7 0 2 0 2 0 5 0 0

```

```

File:OK752 Rcd:34 RemSt:6
75 US75 SOUTHEND
Stn:1 WAF:1 Tme:70
<>:0 1bs 9088 9112 16752 0
*:0 0+1 10 4 10 2 10 2 0 0
=:0 0+2 9 3 16 0 0 0
[]:0 0+3 8 2 14 3 0 0
@@:0 0+4 5 6 10 1 0 0
00:0 0+5 3 3 5 9 0 0
07:0 0+6 1 9 3 4 0 0
09:0 0+7 1 1 2 1 0 0

```

```

File:OK752 Rcd:38 RemSt:5
75 US75 SOUTHEND
Stn:5 WAF:1 Tme:70
<>:0 1bs 9150 9192 16824 0
*:0 0+1 10 6 10 5 10 1 0 0
=:0 0+2 9 4 16 0 0 0
[]:0 0+3 8 5 14 4 0 0
@@:0 0+4 6 2 10 5 0 0
00:0 0+5 3 5 6 1 0 0
07:0 0+6 2 0 3 4 0 0
09:0 0+7 1 1 2 0 0 0

```

```

File:OK752 Rcd:42 RemSt:4
75 US75 SOUTHEND
Stn:0 WAF:1 Tme:70
<>:0 1bs 9208 9152 16432 0
*:0 0+1 10 7 10 5 10 4 0 0
=:0 0+2 9 3 16 0 0 0
[]:0 0+3 8 3 14 9 0 0
@@:0 0+4 9 6 10 2 0 0
00:0 0+5 3 9 5 5 0 0
07:0 0+6 1 7 3 1 0 0
09:0 0+7 1 1 2 0 0 0

```

File name: I35N1 HP recs: 177
 Date: 840606
 Roadway Number: 35
 Name: I-35 NORTHBND-PERRY
 Radius of Plate: 5.91
 Detector distances from center:
 7.87 11.8 23.6 39.4 55.1 70.9
 Falline Heights: 224

File: I35N1 Rcd: 18 RemSt: 30
 35 I-35 NORTHBND-PERRY
 Stn: 0 WHP: 1 Tmp: 70

Stn	lbs	9072	9176	16775		
*:0	0+1	4.9	4.9	8.8	0.0	0.0
=:0	0+2	4.7	4.7	8.5	0.0	0.0
[]:0	0+3	4.4	4.4	8.0	0.0	0.0
@@:0	0+4	4.0	3.9	7.1	0.0	0.0
00:0	0+5	3.0	3.0	5.5	0.0	0.0
07:0	0+6	2.2	2.2	4.1	0.0	0.0
09:0	0+7	1.5	1.4	2.8	0.0	0.0

File: I35N1 Rcd: 22 RemSt: 29
 35 I-35 NORTHBND-PERRY
 Stn: 1 WHP: 1 Tmp: 107 1

Stn	lbs	9056	9049	16535		
*:0	0+1	4.6	4.5	8.0	0.0	0.0
=:0	0+2	3.5	3.6	6.4	0.0	0.0
[]:0	0+3	3.3	3.5	6.2	0.0	0.0
@@:0	0+4	3.1	3.1	5.6	0.0	0.0
00:0	0+5	2.4	2.4	4.4	0.0	0.0
07:0	0+6	1.8	1.8	3.3	0.0	0.0
09:0	0+7	1.2	1.3	2.3	0.0	0.0

File: I35N1 Rcd: 26 RemSt: 28
 35 I-35 NORTHBND-PERRY
 Stn: 2 WHP: 1 Tmp: 107 1

Stn	lbs	9136	9032	16496		
*:0	0+1	5.0	5.1	8.9	0.0	0.0
=:0	0+2	3.9	4.0	7.3	0.0	0.0
[]:0	0+3	4.0	4.0	7.3	0.0	0.0
@@:0	0+4	3.6	3.7	6.6	0.0	0.0
00:0	0+5	3.0	3.0	5.4	0.0	0.0
07:0	0+6	2.3	2.3	4.2	0.0	0.0
09:0	0+7	1.8	1.8	3.2	0.0	0.0

File: I35N1 P00:30 RepSt: 07
 35 I-35 NORTHBND-PERRY
 Stn: 3 WHP: 1 Tmp: 107 1

00:00	16s	8984	8984	15284	0	0
#:	0+1	9	1	9	0	0
==:	0+2	3	0	3	0	0
[]:	0+3	3	0	3	0	0
@@:	0+4	3	0	3	0	0
00:	0+5	2	0	2	0	0
07:	0+6	2	0	2	0	0
08:	0+7	1	4	1	0	0

File: I35N1 P00:34 RepSt: 06
 35 I-35 NORTHBND-PERRY
 Stn: 4 WHP: 1 Tmp: 107 1

00:00	16s	9000	9000	15432	0	0
#:	0+1	5	0	5	0	0
==:	0+2	4	0	4	1	0
[]:	0+3	3	0	3	0	0
@@:	0+4	3	0	3	0	0
00:	0+5	2	0	2	0	0
07:	0+6	2	0	2	0	0
08:	0+7	1	0	1	0	0

File: I35N1 P00:38 RepSt: 05
 35 I-35 NORTHBND-PERRY
 Stn: 5 WHP: 1 Tmp: 107 1

00:00	16s	9032	9044	15416	0	0
#:	0+1	5	0	5	0	0
==:	0+2	4	0	4	0	0
[]:	0+3	4	0	4	0	0
@@:	0+4	4	0	4	0	0
00:	0+5	3	1	3	0	0
07:	0+6	2	0	2	0	0
08:	0+7	1	0	1	0	0

File: I35N1 P00:42 RepSt: 04
 35 I-35 NORTHBND-PERRY
 Stn: 6 WHP: 1 Tmp: 107 1

00:00	16s	9156	9054	15472	0	0
#:	0+1	5	0	5	0	0
==:	0+2	5	0	5	0	0
[]:	0+3	4	0	4	0	0
@@:	0+4	4	0	4	0	0
00:	0+5	3	4	3	0	0
07:	0+6	2	4	2	0	0
08:	0+7	1	7	1	0	0

File: 135N1 Rcd: 46 Remo+: 23
 35 I-35 NORTHEND-PERRY
 Stn: 7 WHP: 1 Tmp: 187 1

00:00	108	8920	8970	15352	0	0
01:00	0+1	10	9	15.4	0	0
02:00	0+2	4	4	7.6	0	0
03:00	0+3	2	3	5.4	0	0
04:00	0+4	2	2	4.7	0	0
05:00	0+5	2	2	3.0	0	0
06:00	0+6	1	1	3.0	0	0
07:00	0+7	1	1	2.6	0	0

File: 135N1 Rcd: 50 Remo+: 22
 35 I-35 NORTHEND-PERRY
 Stn: 8 WHP: 1 Tmp: 187 1

00:00	108	9000	9010	15480	0	0
01:00	0+1	4	4	9.0	0	0
02:00	0+2	3	3	6.7	0	0
03:00	0+3	3	3	4.5	0	0
04:00	0+4	3	2	3.3	0	0
05:00	0+5	2	1	3.7	0	0
06:00	0+6	1	1	2.4	0	0
07:00	0+7	0	0	1.5	0	0

File: 135N1 Rcd: 54 Remo+: 21
 35 I-35 NORTHEND-PERRY
 Stn: 9 WHP: 1 Tmp: 187 1

00:00	108	9040	9000	15552	0	0
01:00	0+1	5	5	9.5	0	0
02:00	0+2	3	4	7.4	0	0
03:00	0+3	4	4	7.3	0	0
04:00	0+4	3	3	6.4	0	0
05:00	0+5	2	2	5.3	0	0
06:00	0+6	2	2	5.0	0	0
07:00	0+7	1	1	3.6	0	0

File: 135N1 Rcd: 56 Remo+: 20
 35 I-35 NORTHEND-PERRY
 Stn: 10 WHP: 1 Tmp: 180 0

00:00	108	9160	9190	15600	0	0
01:00	0+1	4	3	6.0	0	0
02:00	0+2	2	2	5.3	0	0
03:00	0+3	2	2	5.1	0	0
04:00	0+4	2	2	4.5	0	0
05:00	0+5	1	1	3.1	0	0
06:00	0+6	1	1	2.1	0	0
07:00	0+7	0	0	1.3	0	0

```

File: 135N1   Rec: 62   Rem5+: 19
05          I-25 NORTHBND-PERRY
Stn: 11      WPF: 1      Trp: 100 0
>:0 15s    9144    9136    16752
*:0 0+1    4 3    4 3    7 8
=:0 0+2    4 0    4 0    7 4
[]:0 0+3    4 0    4 0    7 4
[]:0 0+4    3 0    3 0    7 3
00:0 0+5    2 0    2 0    7 3
07:0 0+6    2 0    2 0    7 3
09:0 0+7    1 0    1 0    7 3

```

File name: I3551 HP recd: 77
 Date: 840606
 Roadway Number: 35
 Name: I-35 SOUTHBND-PERRY
 Radius of Plate: 5.91
 Detector distances from center:
 7.87 11.8 23.6 39.4 55.1 70.9
 Falline Heights: 224

File: I3551 Rcd: 16 Pans: 15
 35 I-35 SOUTHBND-PERRY
 Stn: 16 WSP: 1 Twp: 100 0

<<	0	15s	9000	8154	16000		
##	0	0+1	4.8	4.4	7.4	0	0
==	0	0+2	3.7	3.8	7.1	0	0
□	0	0+3	3.7	3.7	6.8	0	0
@@	0	0+4	3.1	3.8	5.7	0	0
00	0	0+5	2.2	2.3	4.3	0	0
07	0	0+6	1.5	1.6	3.1	0	0
09	0	0+7	1.2	1.1	2.1	0	0

File: I3551 Rcd: 22 Pans: 14
 35 I-35 SOUTHBND-PERRY
 Stn: 8 WSP: 1 Twp: 100 0

<<	0	15s	9040	8190	16400		
##	0	0+1	4.9	4.3	7.6	0	0
==	0	0+2	2.7	2.8	5.6	0	0
□	0	0+3	2.7	2.9	5.6	0	0
@@	0	0+4	2.6	2.8	4.4	0	0
00	0	0+5	1.5	1.3	3.3	0	0
07	0	0+6	1.1	1.3	3.0	0	0
09	0	0+7	0.7	0.5	1.3	0	0

File: I3551 Rcd: 25 Pans: 13
 35 I-35 SOUTHBND-PERRY
 Stn: 6 WSP: 1 Twp: 100 0

<<	0	15s	8044	8184	16400		
##	0	0+1	6.1	5.0	10.5	0	0
==	0	0+2	5.5	4.8	9.8	0	0
□	0	0+3	4.4	4.8	9.0	0	0
@@	0	0+4	3.9	3.9	8.0	0	0
00	0	0+5	2.9	3.6	6.6	0	0
07	0	0+6	2.1	2.4	5.0	0	0
09	0	0+7	1.5	1.4	3.6	0	0

```

File: 13551   P00:36   P000+:12
35          1-35 SOUTHBND-PERRY
S+P: 4      WHP: 1      TRF: 100 0
✓✓ 0 16 8920 8930 17454 0 0
*# 0 0+1 7 2 7 3 12 0 0 0
# 0 0+2 4 1 4 2 7 0 0 0
[] 0 0+3 3 9 3 9 7 0 0 0
** 0 0+4 3 5 3 5 6 0 0 0
00 0 0+5 2 6 2 6 4 0 0 0
07 0 0+6 1 9 1 9 3 0 0 0
08 0 0+7 1 9 1 9 5 0 0 0

```

```

File: 13551   P00:34   P000+:11
35          1-35 SOUTHBND-PERRY
S+P: 2      WHP: 1      TRF: 100 0
✓✓ 0 16 8975 8985 17440 0 0
*# 0 0+1 4 9 4 9 9 0 0 0
# 0 0+2 4 9 4 9 7 0 0 0
[] 0 0+3 4 1 4 1 7 0 0 0
** 0 0+4 3 7 3 7 6 0 0 0
00 0 0+5 3 8 3 8 4 0 0 0
07 0 0+6 1 9 1 9 4 0 0 0
08 0 0 1 9 1 9 1 0 0 0

```

```

File: 13551   P00:36   P000+:12
35          1-35 SOUTHBND-PERRY
S+P: 3      WHP: 1      TRF: 100 0
✓✓ 0 16 8930 8940 17454 0 0
*# 0 0+1 3 3 3 3 7 0 0 0
# 0 0+2 3 3 3 3 7 0 0 0
[] 0 0+3 3 3 3 3 7 0 0 0
** 0 0+4 3 3 3 3 6 0 0 0
00 0 0+5 1 3 1 3 4 0 0 0
07 0 0+6 1 3 1 3 4 0 0 0
08 0 0+7 1 3 1 3 4 0 0 0

```

SECTION 4
BENKLEMAN BEAM DATA

ETICK

#3

HIGHWAY : I-40
DIRECTION : EAST Bound

DEFLECTION DATA

Site No. 3

DATE : 7-18-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASURE- MENT (IN)	R _{uT}	COMMENTS
	STATIC AC			DYNAMIC					
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM			
40-05-01									
7.78			9				5		
7.7			6				4		
7.6			18				4		
7.0			12				4		
6.0			6				5		
5.0			13				4		
4.0			11				3		
3.0			13				4		
2.0			12				4		
1.5			SKIPPED				SKIPPED	Road Design Different	
1.4			SKIPPED				↓	↓	
1.3			SKIPPED				↓	↓	
1.2			SKIPPED				↓	↓	
1.1			SKIPPED				↓	↓	
1.0			13				1		
0.9			10				4		
0.8			15				5		
0.7			10				3		
0.6			14				0		
0.5			17				1		

TIME : START 1:15 PM FINISH 1:52 PM
 AIR TEMPERATURE : 90° 90°
 SURFACE TEMPERATURE : 131 131

RECORDER : Jones, WEBB

3

ERICK
HIGHWAY : I-90
DIRECTION : West Bound

DEFLECTION DATA
Site No. 3

DATE : 6-7-84

Page 1 of 2

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASURE- MENT (IN)	COMMENTS
	STATIC AC			DYNAMIC				
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM		
40-05-01								
0.0			Skipped				Skipped Wind is very strong.	
0.1			6				2	
0.2			13				4	
0.3			4				5	
0.35			19				5	
0.4			Skipped				Skipped Too close to a Bridge	
0.5			14				3	
0.6			10				6	
0.7			7				4	
0.8			3				5	
0.9			2				6	
1.0			3				9	
1.1			3				6	
1.2			22				7	
1.3			11				6	
1.4			7				6	
1.5			10				6	
2.0			15				7	
3.0			3				4	
4.0			14				6	

TIME :
 AIR TEMPERATURE :
 SURFACE TEMPERATURE :

START 10:30 am FINISH Doz

RECORDED CCG

HIGHWAY : I-90
 DIRECTION : West Bound

DEFLECTION DATA
 Site No. 3

DATE : 6-7-84 Pg 1 of 2

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASURE- MENT (IN)	COMMENTS
	STATIC AC			DYNAMIC				
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM		
40-05-01								
0.0			Skipped					Skipped
0.1			6					2
0.2			13					4
0.3			4					5
0.35			19					5
0.4			Skipped					Skipped
0.5			14					3
0.6			10					6
0.7			7					4
0.8			3					5
0.9			2					6
1.0			3					9
1.1			3					6
1.2			22					7
1.3			11					6
1.4			7					6
1.5			10					6
2.0			15					7
3.0			3					4
4.0			14					6

TIME :
 AIR TEMPERATURE :
 SURFACE TEMPERATURE :

START 10:30^{am} FINISH
88°
100°

RECORDER : G. S. Goodner

HIGHWAY : I-90
 DIRECTION : East Bound

DEFLECTION DATA
 Site No. 3

DATE : 6-7-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	RUT	COMMENTS
	STATIC A.C.			DYNAMIC					
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM			
40-05-01									
7.78			9				5		
7.7			6				4		
7.6			Not Available *				4		
7.0			*				4		
6.0			*				5		
5.0			13				4		
4.0			*				3		
3.0			*				4		
2.0			*				4		
1.5			Skipped				Skipped	Road design different	
1.4			Skipped				Skipped		
1.3			Skipped				Skipped		
1.2			Skipped				Skipped		
1.1			Skipped				Skipped	↓	
1.0			*				1		
0.9			*				Skipped	Coring Crew IN WAY	
0.8			*				Skipped	Coring Crew IN WAY	
0.7			*				3		
0.6			*				0		
0.5			*				1		

* Wind blowing very strong. Beam won't stabilize

TIME : 2:00^{PM}
 AIR TEMPERATURE : 100°
 SURFACE TEMPERATURE : 122°

START 2:00^{PM} FINISH 2:45
DNV/g

RECORDER : G.S. Goodner

HIGHWAY : U.S. 69
 DIRECTION : No. Bound

DEFLECTION DATA
 Site No. 4

DATE : 6-5-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	COMMENTS
	STATIC AC			DYNAMIC				
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM		
EOP 61-03-48			8				1	
4.6			16				1	
4.4			25				0	
4.2			20				3	
4.0			43				1	Approx. 300' Patch Area
3.8			45				2	
3.6			NA				NA	Macalister crew working inside LA
2.4			65				0	Approx. 2000' Patch Area
2.2			30				2	Patch Area
2.0			18				0	Patch Area
1.8			32				2	Patch Area
1.6			50				4	Patch Area
1.4			55				3	Patch Area
1.2			60				4	
BOP 0								

0.5

3.4

TIME : 9:00 AM START 10:21 AM FINISH
 AIR TEMPERATURE : 76° 82°
 SURFACE TEMPERATURE : 78° 97°

RECORDER : G. S. Goodner

HIGHWAY : U.S. 69
 DIRECTION : Se. Bound

DEFLECTION DATA

Site No. 4

DATE : 6-4-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	COMMENTS
	STATIC A.C.			DYNAMIC				
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM		
BOP								Pop Corn over
61-03-0			N.A.				NA	SKIPed
1.2			7				2	
1.4			45				3	
1.6			17				1	
1.8			20				1	
2.0			40				1	
2.2			25				1	
2.4			22				1	
3.6			20				1	SKIPed outside lane Patch 200' low
3.8			22				2	
4.0			29				2	
4.2			NA				NA	SKIPed ON RAMP
4.4			30				1	
4.6			12				0	
4.8			29				1	E.O.P.

5.6
6.8

8.6
0.3

TIME : START 4:17 PM FINISH 5:30 PM
 AIR TEMPERATURE : 84° 90°
 SURFACE TEMPERATURE : 100° 100°

HIGHWAY : U.S. 69
 DIRECTION : So. Bound

DEFLECTION DATA

Site No. 4

DATE : June 4-1984

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	Rut	COMMENTS
	STATIC			DYNAMIC					
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM			
03-02-30			20				4		
02			27				3	longitudate crack outside lane	
04			19				5		
06			18				4		
08			37				5		
10			15				4	Inside of outside lane surface popout 18" core site	
12			23				2		
14			31				4		
16			36				6		
18			30				5		
20			23				7		
22			20				2		
24			38				5		
26			23				5		
28			25				6		
30			46				6	Changed From PP to Type C Asphalt	
32			22				6	Longitudate cracks along inside w/p. changed back to PP	
34			17				7		
36			15				6		
38			13				4		

TIME : _____
 AIR TEMPERATURE : 72°
 SURFACE TEMPERATURE : 78°

START _____ FINISH _____

RECORDER : G.S. Goodner

HIGHWAY : U.S. 69.
 DIRECTION : So. Bound

DEFLECTION DATA

Site No. 4

DATE : 6-4-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	COMMENTS
	STATIC			DYNAMIC				
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM		
03-02-4.0			18				4	
4.2			24				5	
4.4			NA				NA	ON bridge Couldnt run
4.6			20				4	
4.8			9				6	
5.0			18				4	
5.2			NA				NA	ON Bridge Couldnt Run
5.4			15				4	
5.6			18				5	
5.8			16				1	Patch Approx. 50' Long out side lane
6.0			24				2	
6.2			17				6	
6.4			18				5	
6.6			15				8	
6.8			16				3	End of project
7.0			NA				NA	

TIME : 9:20 AM 12:12 PM
 AIR TEMPERATURE : 72° 82°
 SURFACE TEMPERATURE : 78° 94°

RECORDER : G. S. Goodner

HIGHWAY : I-35

DEFLECTION DATA

DIRECTION : No. Bound

Site No. 6

DATE : 6-6-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	COMMENTS
	AC OVERLAY ON PC			DYNAMIC				
	STATIC		BEAM	DYNAMIC		BEAM		
BEFORE	AFTER	BEFORE		AFTER				
35-52-33			NoT Available				NoT Available ON PC	No AC Overlay
0.0								
1.0			5					2
2.0			4					4
3.0			6					3
4.0			3					4
5.0			2*					5
6.0			*					4
7.0			*					3
8.0			*					1
9.0			*					1
9.9								
10.0			*					1
11.0			NoT Available				NoT Available ON PC w/NO AC overlay	

* Due to wind Turbulance i Traffic Load beam will not stabilize. Any questions see Tom Gunn

TIME : START 3:30^{PM} FINISH 5:15^{PM}
 AIR TEMPERATURE : 90° 92°
 SURFACE TEMPERATURE : 104° 107°

RECORDER : G. S. Goodner

HIGHWAY : I-35
 DIRECTION : No. Bound

DEFLECTION DATA

Site No. 6

DATE : 2-13-84

JOINT I.D.	DEFLECTIONS (INCH)						FAULT MEASUREMENT (IN)	COMMENTS
	STATIC			DYNAMIC				
	BEFORE	AFTER	BEAM	BEFORE	AFTER	BEAM		
							<u>RuT</u>	
<u>4.5</u>			<u>9</u>				<u>1</u>	
<u>4.0</u>			<u>11</u>				<u>0</u>	
<u>3.5</u>			<u>2</u>				<u>1</u>	
<u>3.0</u>			<u>16</u>				<u>0</u>	
<u>2.5</u>			<u>14</u>				<u>0</u>	
<u>2.0</u>			<u>14</u>				<u>1</u>	
<u>1.5</u>			<u>12</u>				<u>1</u>	
<u>1.0</u>			<u>8</u>				<u>1</u>	
<u>.44</u>			<u>8</u>				<u>2</u>	
<u>0.0</u>			<u>11</u>				<u>1</u>	

TIME : START 9:56 AM FINISH 10:20
 AIR TEMPERATURE : 86° 88°
 SURFACE TEMPERATURE : 100° 102°

RECORDER : J. Jones



ARE INC.

ARE Inc - ENGINEERING CONSULTANTS

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